

L344

L1

83

Prof. Hiddell

Asst. Prof.

Journal of a Voyage from Edgartown to
to a Port in Brazil Commenced July 1859

On board Ship Catawba of Nantucket.
Wednesday July 13th at 10 Am completed loading
Our Ship dropped down below the
flats.

Thursday 14th at 4 Am got under weigh from
below Edgartown with a light
breeze at N E, and beat out at
11 Am hove to, discharged the Pilot
Capt. Arvin Patton then bore up
W S W. found course, at noon
Gayhead bore S E distance six miles
Noiral sail in sight
Lat Obs 41.22 N

Friday July 15th Commenced a fine breeze at N E
Steering W S W. at 2 P M passed Gayhead
& the Devils bridge bars and hauled
up S W at 4 P M without the chains
and stowed them below, lashed
the Anchors to the Cat heads & sail
middle part light airs, latter part brisk winds
saw several vessels steering W & W S W.
Lat Obs 39.53 N Longitude 70.36 W
Distance sailed 115 miles

Saturday July 16. Wind E & S E brisk gales & fair
weather Ship heading to the South at
4 Am tacked to the N E & commenced
setting up rigging, at 8 tacked to South
at 11 wind veered to S S E tacked to the East
& employed setting up Backstays.
one gun Portuguese sick.
Ends with heavy weather, in P.M.
Lat by Acc 38.34 N Longitude 70 06 W
Barometer 30.07
Distance sailed 115 miles

1859

Sunday July 7th Wind S S E & S E haze weather
 Ship heading E & E by N at 7 P.M.
 exchanged signals with a Brig
 steering N S W. last six hours
 thick rainy weather. Ship heading
 East close hauled, this day had
 Scott, told me, he had no Jacket
 to put on, said he left his clothes
 in J. W. May's Store. In the morning
 administered a dose of castor oil, to
 the sick Portuguese, at noon he was better
 Lat by Obs 38.30 N Longitude 67 10 W

Barometer 30.00. Distance sailed 153 miles
 Monday 18 Commenced with brisk gales from
 South to S E ship heading from E & E
 to E S E. thick rainy weather
 at 2 P.M. thunder & lightning in the Top
 Galant sail. at 5 P.M. set it again. at 10
 P.M. wind shifted to North. Steered E S E
 at 9 Am made all sail. rest part
 cloudy weather. watch employed variously
 Lat Obs 38.36 N Longitude
 Barometer 29.70. Dist sailed 157 miles

Tuesday 19. Commenced fine brisk gales at 4 P.M.
 with cloudy weather. Steering S E with
 all drawing sail set. all hands
 employed setting up Mynor rigging, at 5 P.M.
 finished. at 5 P.M. fresh gales and increasing
 sea. at 8 P.M. bore the ship to shore topsails
 & Mynor sail, at 1 Am in Top Galant sail &
 furlled the Mynor Top sail at 10 called all
 hands. close reefed Top Top sail & single reefed
 the Mynor. blowing hard and great sea on
 at 8 Am set all drawing sail. rest part
 squally with rain. Steering S E.
 Lat Obs 37.11 N Longitude 68 57 W
 Barometer 29.76
 Distance sailed 250 miles

1859

Wednesday, July 20th. Commenced with light gales at
 11 AM cloudy weather steering S.E. all
 drawing sail set. at 8 AM elued up the
 Main Top sail to repair it. the mainline being
 gone nearly the whole length the foot and
 no leather or chafe on it. at 11 AM
 finished & set it. wind hauled to S.W.
 & good the yards & made all sail.

Latt Obs 36.06.1 Longitude 57° 22' N.
 Barometer 29.78 Dist sailed 132

Thursday 21st Wind S.W. moderate fair weather
 steering S.E. all drawing sail set. this
 day employed fixing the binacle compasses
 found them all out of order. boached a
 cask of molasses and found it full of
 cockroaches, bugs, flies, and nearly the whole
 catalogue of insects. & black as tar. strained
 it through a cullender. hauled the spare
 sails on deck & found a new fore Topmast
 Stay sail cut one third off. Square across
 the heads rope & all. sent a Lobventopmast &
 Topgalantastintinsals. spare sails, and old course
 do Top sail, & Lib and a Topgallant made in
 to a crotch sail.

at 8 PM handed Mr Royal. at 11 To set off
 12 Myn - & fly Lib 2 AM in the Topgallant &
 close reefed Top Top sail. & Mizzun. at 5 AM
 furled the Myn Top sail. at 8 AM in Lib
 & close reefed the Maintop sail. blowing
 heavy & high sea running. lunched the
 the quarter boat under twice. sea making
 a break over the ship fore & aft
 fine time to plane Old Spais. set it
 Latt Obs 34.52.1 Longitude 53° 50' N

Distance sailed 130
 Barometer 29.90 & 5 tenths

1859

Friday July 22. Commenced fresh gales at 8 AM with thick weather & heavy sea. Ship under close reefed Fore & Main topmasts & courses at 4 PM blew the old Fore topmast to pieces. Unbent it and bent another hoisted the lee quarter boat to the dory heads: after lurching her under twice. at 7 PM began to moderate, and we began to make sail, at 2 AM, all sail on. at 9 AM, set Fore topmast studding sail rest part brisk gales, with occasional squalls of rain; to day passed large quantities of gulf weed
 Lat 06 33 48. N Longitude

Barometer 30.10 Distance sailed 200 Miles

Saturday 23 Wind SSW brisk gales and cloudy weather Steering S.E. with all drawing sail set. at 2 PM squalls passed Fore topmast studding sail tack kept the ship before the wind hauled it in, in fly. set Main Royal, raining hard. at 7 PM made all sail. latter part fair weather at 11 AM, a whaling bark crossed our fore foot Steering N.E. Distance sailed 170 miles
 Lat 06 32.44 N Longitude 47.14 W
 Barometer 30.25

Sunday 24 Wind SSW brisk gales and fair weather Ship heading S.E. all drawing sail set. at midnight wind hauled to S S E. and so continued through out the twenty four hours by our Observations we have experienced a strong current setting N.E.
 Lat 06 32.17 N Longitude 44.30 W
 Barometer 30.40 Distance sailed 145 miles

Monday July 25th Wind South & S.E. light breeze and very pleasant weather. Ship heading E & E by S. the past night was the first clear starlight night we have had since we left. The wind is light from S.E. & the current is running 2 knots to N.E. at noon a large Bark in sight steering N.W. Lat Obs 33.10 N Longitude 42.24 W Bar 30.44 Thermometer 80 deg. Distance Sld 120 miles

Tuesday 26. Continued light air at S.E. & pleasant weather. Ship heading E & E by S. at 2 P.M. a large English Bark passed us steering N.W. these 24 hours we have experienced a strong current setting N.E. Lat Obs 33.42 N Longitude 40.50 W Bar 30.35 Ther 78 deg Distance Sld 80 miles

Wednesday 27. Wind South light air & a great swell from S.E. Ship heading E.S.E. all sail set. at noon a clipper ship in sight to windward heading N.W. & a Bark to leeward steering E.S.E. no Regals. Topped & tacked over top & tacked dingy sail set. all these 24 hours a strong current setting North Lat Obs 34.12 N Longitude 39.27 W Bar 30.33 Ther 78 Distance Sailed 80 miles

Thursday 28. Wind S & S.W. light breeze & pleasant weather. Ship heading to the Eastward. at 5 P.M. tacked to S.W. at noon saw a large ship steering N.E. Lat Obs 33.26 N Longitude 40.00 W Bar 30.33 Ther 78 Distance Sailed 86 miles

Friday 29. Wind S.E. light air & pleasant weather. Ship heading E by S. at 6 P.M. calms. at 11 took a light breeze from more Eastward & S.E. at 6. Am. East over top & tacked dingy sail, repaid fore & main top & tacked dingy sails & set them. Lat Obs 32.49 N Long 39.50 W Bar 30.44 Ther 78. Dist Sld 60 miles

Saturday July 30. Wind East moderate breeze and
pleasant weather steering South all
drawing sail set. this day could find
but four coils of Spungum one of those
had been hoached & partly used in Edgerton
one other had 16 or 18 lbs used off of it. and
there are six coils manifested. at 7 PM passed
a Ship & Boat heading North on a wind. at 7 AM
passed two more. this day took George Morgan
the Cook in the cabin as Steward, & put Francis
Scott in boot. for Joe in the Forecastle, he
was so filthy we could not keep him in
the cabin any longer.

Latt Obs 30. 16 N Longitude 38 08 West

Barometer 30.30 Therm 78 deg Distance Sld 175 miles

Sunday 31. Continued fine fresh winds at E. N. E.
steering S by E. all drawing sail set. last 7 hours
light winds at East & E. S. E. heading S by E & S by W
this forenoon the Cook placed a mail keg over
his stove pipe to make it draw; and we
were soon startled with the cry of fire
we soon extinguished it without producing
much damage.

Latt Obs 27 36 N Longitude 37 04 W

Bar 30.22 Thermometer 78 deg Distance Sld 175 miles

Monday August 1. Throughout the 24 hours light wind from
E to E. S. E. Ship heading from S by E to S. S. W.

at 4 PM passed close by a French Ship. he
set his numbers. but having no book could not
understand them. 11 AM passed a brig
To day the Steward went in to the sun
after soap. & found a box of shoes broken
open, and there appeared to be 4 or 5 pairs
stolen; there were 65 pairs left in the box

Latt Obs 25 33 N Longitude 36 26 W

Bar 30.21 Thermometer 77 deg Distance Sld 180 miles.

nd Tuesday Aug 2. Bored back trades at E by N and
pleasant weather. Steering S by E with all drawing
sail set. Saw a Ship & Brig Steering to the West
middle & latter part fine fresh trades

Latt Obs 22 52 N Longitude 35 08 W
Bar 30 12 Thermometer 79 deg Distance Sld 172 Miles

Wednesday 3. All these 24 hours moderate trades and
cloudy steering S by E all drawing sail
set. To day our old S. S. Steamer parted.

Latt Obs 21 58 N Longitude 33 52 W
Bar 30 05 Thermometer 79 deg Dist Sld 136 mi

Thursday 4. Fine trades from E to S & E heading S by E & S N
at 6 PM passed a large Ship heading N & E
latter part broke out the gun & found 4
boxes soap, 2 pairs shoes & 3 brooms missing
less the invoice. found the brooms very
mouldy, took them on deck cleaned & aired
them. By our observations, we have had a
strong current setting to the South

Latt Obs 17 57 N Longitude 33 08 W
Bar 30 05 Thermometer 80 deg Distance Sld 180 mi

Friday 5. Fine E & E trades throughout the 24 hours
Ship heading S by E & S S E all sail set

Latt Obs 15 43 N Longitude 32 04 W
Bar 30 02 Thermom 80 Distance Sld 156 mi

Saturday 6. All these 24 hours fine N E trades and fair
weather steering S S E all sail set at 4 PM
passed the double topsail Clipper Ship Kimo
of Bath Maine, and exchanged signals with
them saw two other Ships heading to the South

Latt Obs 13 24 N Longitude 30 40 W
Bar 29 97 Thermometer 82 deg Dist Sld 157 mi

1859 Ship Catawba bound for Rio Janeiro

Sunday August 7th From 24 hours the wind has been from
E N E to E S E. Ship heading S S E & S by W
all drawing sail set. middle & latter part a
great swell from the South. at 10 Am passed
& exchanged signals, with a large French Ship
Lat Ob 11.14 N Longitude 31 08 W
Thermometer 82 deg Bar 29.94 Distance sailed 137 1/2

Monday 8th Wind East fine trades fair weather with a great
swell from the South. Ship heading S by E all drawing
sail set. at 5 P.M. the wind struck the ship aback
from the South. with heavy rain. in atud dingie
Main Royal, & bracked round the yards headed E S E
at 7 P.M. cal. m. middle part a breeze at E S E. & S E.
last 6 hours wind from the South heading E S E.
Lat Ob 10.43 N Longitude 28 40 W
Bar 29.97 Thermometer 80 deg Distance sailed 135

Tuesday 9th Wind S S W to W S W. squally weather. Ship
heading from S E. to South. all sail set.
Lat Ob 8.34 S Longitude 27 56 W
Bar 29.96 Thermometer 80 deg Distance sailed 136 miles

Wednesday 10th Wind S W fresh winds and cloudy weather
Ship heading South with all drawing sail set
at 6 P.M. squally. in light sails. at 8 P.M.
reefed the Mizzen topsail. at Midnight cal. m.
& a very heavy swell from S W. at 1 Am the wind
blew up from W S W. toward South. rain falling
in torrents filled all our cisterns with good
sweet water at daylight began to moderate
made sail accordingly. saw two Ships steering
N N E. at 11 Am squally. in fore & mizzen top & lower
t'blee. by our observations we have had a powerful
current setting N E. Lat Ob 6.59 N Longitude 26
Barometer 29.95 Thermometer 78 deg Distance sailed 186 miles

Thursday Augth 11. Wind S.W. fresh gales rough sea, and squally weather. The Ship heading South to S.E. under whole topsails & courses. at 10¹/₂ Am set fly Jib & M. T. G. L. trail at 11¹/₂ we beat the T. G. L. trail to repair it. by our Observations to day the Ship has made 30 miles latt and 190 Longitude heading from S to E S E. 4 knot current to N E
Latt Obs 27¹/₂ Longitude 23 15 W
Barometer 29.97 Thermometer 80 degrees Distance Sld 180 miles

Friday 12. Wind S.W. fresh gales and squally weather Ship heading S.E. at 5 P.M. wore to the West. at midnight we wore to S E by E. not fresh fresh gales & fair weather
Latt Obs 5 59¹/₂ Longitude 22 00 W
Barometer 29.98 Thermometer 80 degrees Dist 148 miles

Saturday 13. Wind S.W. Ship heading 20 hours S E by E and four hours to Westward. saw several sail standing on different tacks, signalized with two dutch pennants
Latt Obs 5 35¹/₂ Longitude 19 32 W
Barometer 29.98 Thermometer 80 deg Dist 150 miles

Sunday 14. Wind S.W. brisk gales and fair weather Ship heading S E by E. coming up very fast with a ship ahead. at 4 P.M. tacked Ship to N.W. at 3 Am came up with and passed a Brigg heading same as ourselves at noon we could not discern him from our head. by our Observations we have had a fine current setting S.E.
Latt Obs 4 17¹/₂ Longitude 21 00 W
Barometer 30.00 Thermometer 80 deg Dist 150 miles

Monday 15. All the 24 hours fresh trade at South S E Ship heading S.W. & N.W. all drawing sail set and a fine current aiding us to the South. this day struck a Cow fish & the harpoon broke
Latitude Obs 22 28 S Longitude 23 05 West
Barometer 30.02 Thermometer 78 degrees Dist Sld 170 miles

Ship Catawba bound for Rio Janeiro

Tuesday 16th Commenced with brisk winds at S S E
Ship heading S W with all drawing sail set
middle & latter part light winds at South
Ship heading N S W
Lat Obs 07 58 North Longitude 25 10 W
Barometer 30 10 Thermometer 76 deg Dist 150 miles

Wednesday 17th Wind S S S E light breeze & pleasant
weather. Ship heading N S W & S W all drawing
sail set. latter part wind S E steered S W by S
this day crossed the line. current setting to
the Eastward strong
Lat Obs 07 44 S Longitude 26 11 West
Barometer 30 02 Thermometer 78 deg Dist 150

Thursday 18th First & middle part light trades at S E
at 1 P M set all the Studding sails. Steered
S W by S. latter part brisk trades & pleasant
weather. Steering S W
Lat Obs 2 22 S Longitude 27 00 W
Barometer 30 02 Thermometer 78 degrees Dist Sailed 140 miles

Friday 19th Commenced with brisk trades at S E. Steering
S W with all drawing sail set. at 7 P M wind
hauled S S E. in Studding sails & braced up the
yards. rest part fresh trades, at 6 Am, in Main
Royal. a large clipper ship in sight to leeward
heading the same as ourselves. Lat Obs 28 28 W
Lat Obs 4 44 S Longitude 28 48 West
Barometer 30 01 Thermometer 80 deg Dist Sld 175 miles

Saturday 20th Commenced strong S E trades, fair weather steering S W
at 5 P M set Main Royal. at 1 Am set Topmast & Topgallant Studding sails
latter part employed cleaning & painting the Sd boat
Barometer 30 12 Thermometer 80 deg Distance Sld 203 miles
Lat Obs 7 23 S Longitude 30 44 W
159 miles diff lat on a four point course

Sunday August 21. Wind S E fresh trades & cloudy weather
middle part squally. latter part clear weather
at 9 Am passed a Bark steering N E. no studding sail
or Royals set, taking it comfortable
Lat Obs 11 02 S. Lon Longitude 32 30 Sumas 32 46 W
Barometer 30 16 Thermometer 80 deg Dist Sailed 142 miles

Monday 22. Commenced strong trades and fair weather starting
Studding sail at 7 P M squally. in Royal, Studding sail, fore
& main topgall sail & fly set. during the night we had
very heavy squalls from S E. latter part baffling
from N S S W, heading W to W S W. rain weather
Lat Obs imperfect 12 30 S Longitude 33, 48 W
Barometer 30 16 Thermometer 74 Distance Sled 165 m

Tuesday 23. First part light baffling winds & calm.
at 3 P M. took a brace at S E. made all sail,
headed up S S W. & S by S. latter part wind South
heading W S W. turned up the starboard boat
& painted her painted starboard boat inside
Lat Obs 14.00 S Longitude 35 17 W
Barometer 30 20 Thermometer 75 deg Dist Sled 125 m
Reached a force of Reef.

Wednesday 24. Wind South Ship heading W S W all drawing
sail & employed breaking out after provisions
& water. at 7 P M tacked Ship to E by S. at midnight
tacked to S W. at daylight saw a Ship ahead
at 11 Am came up with and exchanged
colours with her. she was English
Lat Obs 14 52 S Longitude 36 04 W
Barometer 30 20 Thermometer 75 deg Dist Sled

Thursday 25. Wind S S E & South strong gales & squally weather
standing on different tack to get South at 6 P M close
reaped the topsails. blowing very hard in squalls
at 6 Am made more sail. latter part clear weather
Ship heading East & E by N
Lat Obs 15 04 S Longitude 35 57 W
Bar 30 20 Thermometer 75 deg

1859
Ship Catawba bound for Rio Janeiro

Friday August 26. Wind S S E fresh breeze cloudy weather
Ship heading Eastward, at 3 P.M. a large English
Steamer passed us, under canvas, & steam heading
S.W. at 4 P.M. wore ship to S.W. by S. at 6 P.M. more
moderate set fore & Mizzen Topgallantails, during
the night, the foot rope of Mizzen Topgallantail parted
& split the sail from head to foot, clued it up and
furl'd it, at daylight, we sent it on deck
to repair at 7 Am. an English Brig passed us
steering N.E. under single reefed topsails
Latitude Obs 16 23 S Longitude 36 16 W
Bar 30.20 Thermometer 75 deg Dist Sld 110 miles

Saturday 2nd Wind S E brisk gale & clear weather
Ship heading S.W. & S by W. at 6 P.M. finished
repairing the Mizzen Topgallantail, hoist & set it
at midnight the wind moderated & set the
Main Trawl at 6 AM commenced planing the
Masts on deck, found them both badly
chafed and rotten.

Lat Obs 18 22 S Longitude 37 17 W
Barometer 30.28 Thermometer 76 deg Dist Sld 135 miles

Sunday 3rd Sea Up. Commenced light winds at S S E
Ship heading S.W. all drawing sail set, all hands
at work on the spars, at 5 P.M. finished
planing & varnishing them, second masts painting
the Cabin overhead. at 7 P.M. fresh gales and squally
in fore & Mizzen Topgallantail fly Lib. Spinnaker and single
reefed Foretop sail. at 6 Am. turned the reef out on the
Foretop sail. set Fly Lib & spinnaker Wind East
clear weather, at noon made all sail

Lat Obs 21 07 S Longitude 37 54 W
Barometer 30.36 Thermometer 75 deg Dist Sld 175 miles

1857

Monday Aug 29th. Wind East brisk gales and clear weather. Steering S.W. at 12^h M. bore up S.W. and set all the Studdingails at midnight. Steered S.W. by W. at 4^h Am saw a sail astern, soon run him out of sight. Wind moderate from the East. got the Chain cables up and bent them to the Anchors.

Lat Ob 22.48 S Longitude 40 54 W
Barometer 30.32 Thermometer 75 deg Dist Sld 160 miles

Tuesday 30th. Wind East moderate, and pleasant weather. Steering N.W. all drawing sail set. at 9 P.M. steered W by S at 2 Am West. at daylight 6 Am saw a ship to the North steering West. Hauled up W by S. at 9 Am got W at 10^h Am saw the land Cape Trib. bearing N.W. dist 30 miles hauled up N.W. by W. at noon Cape Trib bore N.W. by W. dist 8 leagues. by our position at noon we find we have had a strong & powerful current setting S.E.

Lat Ob 23 20 S Longitude Choo 42.12
Barometer 30.32 Thermom 74 deg Dist Sld

Wednesday 31st. Borneed with light winds at N.E. steering N.W. by W. all drawing sail set. at 4 P.M. steered E by E got the Anchors off the sail. took sights for the Chronometer, and found her thirty miles too far west; instead of losing one second daily, she has gained one second & 6 tenths daily. at 7 Am. took in the Studdingails at 9 raised the light on Maza Island. in sail to three topsails. at 11 hauled to the wind, off & on. at 3 Am reefed the topsails blowing hard in gusts at daylight bore up W by S and made sail at noon Anchored in Rio Janeiro harbor after 47^h days passage, and found we had the latest dates from the United States, and had made the shortest passage with one exception that had been made from the States in three months past. we found 53 American Vessels here. some going home in ballast.

1859

Ship *Catara* bound to Montevideo

Thursday Sept 15, after four days of southerly wind and fog, during the night, it cleared, and at daylight, we hoisted head and topmast sails, fore short, set the Colours for the Officer to visit us with a pass, to go to sea; at 7 AM, he came alongside, called for our papers from the Custom house, took two of them, countersigned the other, passed it on board, said all right, go; we made sure here up our anchor, in 17 fathoms water, & stood out South, with a land breeze from the North; in company with many other vessels, of most all Nations; at 11 AM, took the sea breeze from the Eastward, made all sail to the South, & stowed the anchor, U.S. Brig *Dolphin* in company, & two other ships bound South, coming up with & joining all of them; at noon, *St. Jago* led here S.E. & Round Island S.W. dist 3 miles.

Friday Sept 16. Sea Breeze. Commenced brisk trades at East, clear weather, steering S.S.W. with all drawing sail set, topmast and topgallant standing sail, set 3 sail in sight steering same as ourselves, we leave them behind fast. at 9 PM wind turned E. & E. set lower studding sail. at 10 AM Mr. Stone relieved the watch, and he let a green Portuguese that couldn't understand English, or the Compass, in consequence, he broached the ship to & tore the lower studding sail badly, parted the inner halliards, the ship going 11 knots. latter part more moderate our fore topgallant & studding sail shivered to pieces this day saw a Schooner steering W.S.W. our companions of yesterday were out of sight this morning
Lat 26 15 S Longitude 45 40 W
Barometer 29 92 Thermometer 70 deg Distance Sld 245 miles

1859

Bound for Montevideo

Saturday Sept 17th Wind N.E. fine breeze then weather clearing
steering S by W all drawing sail set at 6 AM heavy
thunder & vivid lightning in the west at 7 in the evening
brought the ship to snug sail. at 7 the lightning all
around us. at 9 passing astern made sail coverd
North at 5 AM the wind hauled to West & so
round to SSW at 9 AM. were ship to West
Lat 28 44 S Longitude 46.42 by Chron
Bar-30.02 Thermometer 70 degrees

Sunday 18th Commenced brisk wind at South
bazy weather. Ship heading N S W at 7 PM S W
at 8 PM brought the ship to double reefed topsails after
being 2 hours about it. rainy thick weather at 11 PM
moderate wind S E. made sail. at 6 AM made
all sail. wind from S E to E S E thick & rainy
weather. no observations. Sounded at 7 AM no
bottom at 80 fathoms
Lat by Account 29 18 S Longitude 48 08 W
Barometer 30.13 Thermometer 68 degrees

Monday 19th Wind S E brisk gales and haze weather
steering S by W all drawing sail set middle part
rainy thick weather fresh gales, hauled light sails
at 7 AM reefed the topsails wind South, thick
rainy weather. Ship heading N S W. at 10 AM
sounded in forty fathoms blue mud
Lat by Account 30.44 S Longitude 49 10 West
Barometer 30.13 Thermometer 62 deg

Tuesday 20th Wind S by W fresh with dark gloomy
weather. Ship heading S by W under short sail.
at 2 PM sounded in 25 fms. fine blue sand. at 3 PM saw the land
ahead low white cliffs. at 3 PM got bottom with 7 fms gravel & shells
land dist 7 miles. were ship off shore. at midnight were
to S W light air made all sail. headed S W by S.
Lat 30 45 S Long 49 18 W Barometer 30.18 Thermometer 62 deg

1859

Bound to Monte Video

Wednesday Sept 21st Wind S E by E. brisk gale and cloudy weather. Steering S by S. all drawing sail set. at 1 P.M. saw the land, from 4 points off the lee bow to 4 points abaft the beam. The nearest bearing 11 by 1 dist ten miles, white sand hills hauled up S S W. at 2 P.M. at 4 P.M. wind veered to East set Topmast standing at 4 Am set lower standing sail. at daylight saw three ships heading off shore to S E. at 8 am got bottom 23 fathoms, no anchoring, at noon
 " " 25 " green ooze. bore up S by S
 Lat 33 21 S Longitude by Chron 52 12 W
 Barometer 29.90 Thermometer 62 deg Dist sailed 188.00

Thursday 22 Wind S E. Moderate gales and fair weather smooth sea. Steering S by S. all drawing sail set. at 2 45 the haze cleared & we got some good sights for the Chron. at 5 P.M. saw a ship heading S by W. soon past the right starlight overhead. but thick all about the horizon light winds at E by E & S E surrounded every hour. at 4 P.M. sounded in 15 fathoms gravel & shells. after that deepened to 27 fathoms at 8 Am the fog lifted & we saw a ship close to us steering the same course S by W. soon lost him at 10 it lighted in the South. saw an other ship heading S by W. it soon set down thick again. at 11 Am took the wind at S E. braced up. sharp and in standing sails. at 7 Am the Barometer commenced falling at noon " " 29.71 Ends with a dense fog. no other very perplexing
 Lat by Account 34 24 S Longitude 53 41
 Barometer 29.70 Thermometer 59 deg

Bound for Monte Video

Friday Sept 23. Wind S S E and a dense fog
prevailing. Ship heading S W by W - all sail
set. sounded in 21 fms. at 3 P.M. the fog lifted saw
three sail, heading in for the land. it set in thick
at 5 P.M. the fog lifted again. saw the land bearing
from W S W to N W. at 6 wore ship heading. E S E
nearly calm. land dist 5 miles. at 8 P.M. strong breeze
changed the light sails. at 9 P.M. called all hands
close reefed the topsails. at 2 Am wore ship
in shore. at 7 Am reefed the Mainsail. at
10 Am saw the land. from W to N W dist 6 miles
wore ship off shore. changed the Lib.
at noon in Myn. Topsail. passed a Bark
heading in shore. blowing a gale from S W by S
Lat Ob 34 49 S Longitude by Acc 53 50 W
Barometer 29.78 Thermometer 52 deg

Saturday 24. Wind S W by S. blowing a gale
every thing fetched away. the Mate and all
hands below securing the casks of oil. that
was stowed in the hold. (or rather half stowed)
at 8 P.M. wore ship in shore. at 6 Am set Myn. Top
at 7 Am turned a reef out the Topsails. Myn. sail
took the Lib at 8 Am saw the land. from S W
to North. at 11 being about 4 miles from the shore
wore ship to S E. Cape St Mary bearing S W by W
dist 12 miles. shore from N W by S. 6 miles. got bottom
11 fms. redish sand & gravel.
Lat Ob 34 30 S. Long 54 06 W. Baromet 30.03 Thermomet 50 deg

Sunday 25. Wind S S W. fresh gale. & squalls of hail. Ship
heading S E under double reefed courses, & Lib. Ship on
her broadside. at 4 P.M. wore ship in shore. at 8 P.M. headed
off. at midnight began to moderate. at 2 turned a reef out
the Topsails. at 3 Am. wore ship in shore. heading W S W by S
at daylight made all sail. saw a Bark standing off -

- Same at 7 Am. sent Mr. Swain to call Jeremiah McDonald on deck, that I could examine him he having been below feigning sick, he came aft and after I had examined him, & found him well & told him to go to work. he replied a tourist & abuse and threatened my life, I then had him put in Irons, & placed in the lower aft with his short bedding, when I gave him medicine, he refused to take it saying I was going to poison him, when I spurned the imputation he replied he would poison any one that he had a grudge against
Lat Ob 34 40 Long 5 Barom 30.27 Therm 52 deg

Monday, Sept 26th continued light winds and heavy swell from S by W. Ship heading W by S. all sail set. Mr. Swain went in to the lower to look after McDonald, found he had ate 2 sea biscuits & drank nearly a quart of water, pretty well for a sick man. that was so weak he couldnt sit & pick out hawer. at 2 PM wind S E stood S by E light breeze. at 4 PM hauled up the chains, and got the anchors off the hook at 10 PM stood W by N. at 2 Am saw the light on Lobos Island. bearing N by W dist by estimation 6 miles hauled up W by N at daylight stood N. Point Negro bearing N by W at 7 Am set the studding sails. wind N E. at 8 Am passed a Brig heading down. Lat Ob 34 55 Long
Barometn 31.16 Thermometn 56 degrees

Tuesday Sept 27th sea lye fine wind at East pleasant weather steering West. all sail set. at 11 PM raised the light on Flores. leaving W by S hauled up for it at 3 Passed it soon a Pilot spoke us and asked if we wanted a Pilot I asked his price to take us in he replied 40 dollars. I refused & offered 25 with he

he accepted & threw out his boat & came aboard
at 6 PM came to anchor in the outer roads
at Monte Video, in 3 fathoms water, the Mount
bearing N 11 by W by compass. the Customhouse N E
at 9 Am the health officers came alongside
& called for the bill of health, looked at it. said 'twas all
right. & I went ashore with them. and entered a protest
to the Consul. against Jeremiah McDonald. and entered
the ship

Wednesday Sept 28th Sea Breeze. Corried fresh gale at South
clear weather. lying in the outer roads of Montevideo
at 1 PM a boat from the U S Brig Perry, came
alongside. and took Jeremiah McDonald ashore to
the U S Consul. who examined him on the charges prefer-
ed against him, and he denied all, and asked
to have Joe Moxey, and Francis Scott, come ashore as
witnesses. which was granted, & McDonald, remanded
to Prison. at 5 PM came aboard. blowing fresh and
an ugly sea on. at 7 Am sent down Mr Royal
yard unbet the sail. & the standing rail & stored them
between decks; squared the yards, by the lifts & braces

Thursday 29th Wind S W fresh gales & rough sea
at 1 PM lowered a boat and went ashore with
witnesses to the Consul. the four men gave
in their testimony against McDonald saying
he was very abusive to the Captⁿ and threatened
his life, and they considered him a dangerous
man on board the ship. at 5 PM the boat
returned to the ship. Joe Moxey, and Scott drank
& unable to do duty. at 6 PM I went on board in a
large shore boat, blowing fresh & very rough sea on. at
8 Am, the harbour Pilot came aboard, and took us in
to the inner harbour. til the boat up in the round
dropped an anchor and carried a line to a ship
to wind us as the tide rose. Vessels of all classes
lying moored all round us.

Ship Cataract lying at Monte Video harbour
1859

Friday Sept 30th Bordered, light winds at SSW's
pleasant weather. at 5 1/2 PM finished ^{moving ship} & cleared up
the decks. at 9 AM took a lighter alongside and
commenced discharging lumber.

Saturday October 1st fine weather throughout, light
winds from the NW. at 5 PM. loaded 2 lighters which
took all of our deck load. No lighter has been
alongside to day, notwithstanding it has been fine weather.

Sunday fresh winds and clear weather Sun very
hot; went ashore and attended the English chapel,
and heard a very good discourse from the chaplain.
The watch went ashore on liberty with strict orders to be at the boat at sunset
that were all there for the Federation of Gen. Allen, the Steward. didn't get on
board till next day at 10 o'clock. hours after his liberty expired.
Monday, civil accounts, fine weather throughout
loaded two launches, could get no more

Tuesday 4th a great feast day ashore no business
of any kind allowed. employed variously on board.

Wednesday 5th blowing a gale from NE sent
down topgallants. unbraced the sails, repaired
them; and put them below.

Thursday 6th light winds from the NW cloudy
weather with some rain Barometer falling
loaded a Schooner took thirty thousand feet
Barometer at 6 PM 29.77

Friday 7th first part showery. light air
from SSW at 7 AM took a lighter alongside
at 10 AM let her go; nearly loaded blowing hard
at NW with a short cabling sea on
Barometer at noon 29.77. at 5 PM 29.90 wind SSW moderating
at 1 PM the wind began to abate, at 2 took a lighter alongside
at 5 PM loaded and dismissed her.

1859 Lying moored in the harbour of Monte Video.

Saturday Oct 8. Wind East, cloudy weather. Smooth sea, no lighter alongside, being pay day, the people won't come off; the men were variously employed, for the good of the concern. at 6 PM Barometer 29.98

Sunday Oct 9. Wind East fresh gales, clear weather, one watch ashore on liberty. I went to the English church but couldn't understand any thing the Minister said after the service was over went on board the Ocean Bride of Boston, and dined with Capt Gibbs & Lady. Barometer 30.28. Miranda of the 24 hours fresh gales, ship lying aground in soft mud, drawing 12 ft water.

Monday 10th all the 24 hours fresh gales from the E & E clear weather. discharged 93 boxes soap, 28 dozen horns, 2 boxes salt fish, 5 boxes spongers, sold at Auction 2 ships masts, at 25 dolls each. a Ship's Mast of 60 ft long 15 in through. for 5 dolls. 32 dolls each was offered for them withdrew them, and took them alongside. no lighter came to us for lumber to day.

Barometer 29.85 Thermometer 76 degs. at 7 PM in the at sunset the wind went down.

Tuesday 11th Wind Easterly light airs and pleasant weather at 6 AM took a lighter alongside and commenced loading her. hoisted all the sails to day at noon despatched the lighter with 730 pieces of boards. about thousand, at 6 PM loaded the second lighter.

Wednesday 12th fine weather throughout, yesterday, Sunday was a gale of wind no lighters came alongside, I made a mistake and wrote that we loaded two. to day we loaded two;

Ship *Catawba* in the harbour of Monte Video.

1859

Thursday Oct 13th Wind East and S E first middle part light air latter part strong winds and cloudy weather loaded two lighters and dismissed them came to anchor in the inner harbour this day Part of the Wave of Boston, 64 days from Savannah U States

Surmuted 31 14

Friday 14th Wind moderate from different points of the compass and pleasant weather employed discharging lumber.

Saturday 15th Wind southerly, pleasant, weather discharged all the lumber and called in the lumber port.

Sunday 16th Calmed light air at 6 Am Wind North with heavy rain, thunder & lightning; at 8 Am the wind held up, lowered a boat, and sent the second Mate (Mr Burr) with 3 men to take the liberty men ashore while they were absent. The chief Mate (Mr Shering) left the Veck with no one to look out for the Ship. A squall struck from the South & away went the chain. I jumped on deck & found the chain not stopped, and not weather-bitted, secured it, and turned to the new boat alongside, found her secured by the studding sail halyards, rose through the boom block on the fore yard, & nearly underneath the yard, just right to tear the shabst out of her had her overed away till the boatswain took a strain with the boats warp.

At 9th Am the 2 mate returned from shore, reported that while he was up on business Joe May left the boat, and in their absence some one stole an oar, and in coming to the the Ship he got afoul of a lighter cable and tore one of the gudgeons off the Stern post & lost it & broke the hook on the Houlden.

Lying at Monte Video inner Bay
at 10 PM the weather cleared up & the sun came out
Bright & clear, Wind N.W. Barometer at noon 29.70
Wind continued fresh & shifting about at 10 till it
blew very heavy from the South

Monday 17th Wind South fresh gales and clear
weather, employed shoveling the coal from
forward and aft. to the Main-hatchway in the lower
hold. Barometer 30.10

Tuesday 18 Wind North fresh gales & clear weather
at 6 Am the 2^d mate went ashore after fresh Beef.
& left Buckley to look out for the boats when
he returned some one had stolen or Buckley
had sold the boat hook & an iron shole
This day at 1 PM a lighter with Ballast came alongside
saying he had 14 tons, we weighed it & made but ten tons

Wednesday 19th fresh wind at N.W. at 8 Am the lighter
with Ballast, came alongside discharged 2 lighters
before night, at 6 PM calm. Barometer 30.13

Thursday 20th at daylight brisk winds at S.E. hazy
weather at noon we had loaded two lighters with
coal amounting to 4929 lbs. couldn't get any lighters
in the afternoon, cooped and filled up the oil:
the Tugboat of Boston arrived in the outer roads
says from Boston (tautology) says you, with a cargo
of Lumber Barometer 30.18

Friday 21st Wind East moderate gales, with cloudy
weather at 5 Am took a lighter alongside and
commenced loading him with coals, at 10 Am we
had loaded two lighters at 3 PM loaded the fourth
which took the whole amounting to 136426 lbs gross
or 60 tons 2426 lbs washed the ship and decks
at 7 PM Barometer 29.83

1859

Ship Cataracta in Monte Video harbour

Saturday Oct 22. Wind S E thick rainy weather with light winds, at 7 Am the rain held up. Sent a boat ashore for Beef & Vegetables, at 9 sent her after sand to clean the Ship. at 10 an English Brig reported ashore near point Bara. a Brazillian war Steamer went out to tow her off; the tow rope parted and she went ashore in a worse place; at 4 PM her hull was reported ashore at 6 PM rainy weather with increasing wind. came aboard & struck down 4 large cask of oil and two barrels sand from between decks, at 7 PM wind increasing pointed the yards to the wind. Barometer 29.68.

Sunday 23 Wind S S E. blowing a gale with heavy rain, at 6 Am the rain ceased, but still blowing hard. Barometer 29.77. wind so continued till night then it began to rise.

Monday 24th Wind S S E fresh gale and cloudy weather, employed scraping & cleaning ship. Barometer 29.40

Tuesday 25th Wind NW light air and pleasant weather, employed cleaning ship. Bar 29.78 at midnight blowing heavy in gusts

Wednesday 26th Wind W S W strong gale and cloudy weather at 6 Am the caulker came aboard & commenced caulking. people employed picking up stores, at sunset wind abated this day two whale boats arrived from Buenos Ayres with despatches, reports a great battle between Uruguayan troops and the Buenos Ayrenses both parties claiming the Victory, at 10 PM the English and French Man-of-war left for Buenos Ayres

1859 Lying at Monte Video

Thursday Oct 27th Wind light from the North. at 5 AM calm. at 9 AM the Brazilian Mon-of war left at 10 AM the Spanish, all for Buenos Ayres. This day the caulker at work on the decks, people at work variously

Friday Oct 28th Wind baffling, weather pleasant employed repairing & caulking the decks at 7 AM lighter came alongside & took 546 lbs oil for which we are very thankful, as we have had more trouble with the oil than any article we brought as cargo yesterday and to day, bought a 1/2 Stay sail, & 1/2 topmast tudding sail. Barometer falling

Saturday Oct 29th Wind light from the North West, cloudy weather, at 6 AM Barometer 29.75. employed caulking and picking oakum. at 11 AM the wind shifted to SE and blew on, at 3 PM commenced raining. at 6 PM the rain ceased abated at 8 PM strong winds again

Sunday 30th Wind SE fresh gale, cloudy weather at 6 AM Barometer 29.80. at noon 29.90 and quite cool; at 3 PM a hard hail squall with the largest hail stones I ever saw at South fair weather,

Monday 31st Light winds from the North West, with pleasant weather, employed caulking, painting, spickling oakum

Tuesday November 1st Wind North a fine breeze and pleasant weather Barometer at 7 AM 30.26. employed painting Starboard side, putting new plank in the deck & being all Saints day and a holiday ashore, the caulker did not work to day; the Massachussetts left for New York, and Ocean Bird for Rio de Janeiro. at 3 PM Wind hauled to the Eastward. at 7 PM Barometer 30.12

1859 Lying at Monti Video Harbour.

Wednesday November 2^d Wind East brisk gales and clear weather, at 6 Am Mr Laros, and three caulkers came aboard, the caulkers went to work, Mr Laros to measuring, & examining the ship; he pronounced her sound, staunch, & strong. & rate &c

Thursday 3^d Wind East, light air & pleasant weather at 6 Am. 4 caulkers commenced work; at noon, one, went on board the Tidal wave; at 6 PM the others finished; to our great joy. Bar 30.00 Wind SSE

Friday 4th Wind SE & ESE brisk gales & cloudy weather employed scraping & painting the ship inside; at 5 PM finished. Barometer 29.96

Saturday 5th Wind SE with light showers of rain this day employed pitching the seams between decks; Stowing the spare sails between decks in the run, scraping & cleaning &c. Barometer at 6 PM 29.80

Sunday 6th Wind SSE brisk gales and rainy weather the wind increased till noon when it veered to SSW & moderated a little, caught two pipes & a puncheon of water, & put them in the lower hold; dragged our Starboard Anchor till we brought up with the Starboard. Barometer at noon, 29.67. Then 68 deg. at 2 PM the rain held up, but still blew strong; at 4 PM. Barometer began to rise

Monday 7th Wind SSW fresh gales & cloudy weather & great deal of swell heaving in. at noon fine weather at 2 PM a lighter came alongside with ballast, discharged her & took another alongside, at 6 PM dismissed her

Ship Catawba lying at Monte Video

1859

Saturday Nov 12. Wind SSW fresh gales and raining violently, at 3 Am the rain ceased & the clouds dispersed. at 9 Am went ashore with the whale boat & shot off a load of lumber. stowed the pipes in the lower hold to fill with water; in the afternoon took on board two boat loads of fire wood from Ship Tanguin; and filled 32 pipes with fresh water, from a water boat.

Sunday 13 Wind N.W. brisk gales and clear weather one watch of the men ashore on liberty
Barometer 30.11

Monday 14 light winds from the Westward pleasant weather took on board 40 pipes & stowed them below, repaired the Mizzen Towsail & bent it, at the English Mail Steamer arrived from England, with news of the treachery of the Chinese in China. having attacked the British & French Ministries with their guards, & killed most of them. at 6 PM the Carpenter finished fitting up for Mules, stowed their tools ashore

Tuesday 15 Wind N.E. moderate breezes and pleasant weather took on board 15 pipes, & filled 17 pipes with fresh water. Barometer 30.15 at 6 PM

Wednesday 16 Wind N.E. moderate with pleasant weather. at 8 Am hove up the anchors & dropped outside the flat. fathoms water, at 2 PM the water boat came alongside and gave us 32 pipes water; at 5 PM two lighters came alongside, one with 30 bundles long 18000 pounds. the other with 24 empty pipes. at 7 PM finished discharging them

1859 At Monte Video

Thursday 20th light winds from N.E. pleasant weather employed stowing bundled hay & empty pipes below: at 10 Am Barometer 29.80 at 2 P.M. the wind shifted from S.W. to S.W. & S.W. & S.W. creating a heavy swell in the harbor. Ship dragged the short anchor: let go the bow anchor, paid out 20 fathoms & brought her up. A French brig came in, let go her anchor, dragged afloat of a Brazilian Corvette: carried away her bowsprit, chafed her badly &c &c after getting clear the Corvette, the Brig's mainmast went by the board, just above the deck. at mid-night the wind began to abate;

Friday 18th Wind South. fresh gales clear weather & heavy swell bearing in. Barometer at 6 Am & at noon 30.30. Employed setting up rigging. no lighter to day. at sunset the wind abated.

Saturday 19th Wind North. light winds & pleasant weather at 7 am hove up the bow anchor and commenced setting up rigging. at 3 P.M. took 3 lighters and the water boat alongside. which filled 31 pipes fresh water. received from the lighters, 50 bales hay, 111 bags grain. at 7 1/2 P.M. finished discharging them also took on board 225^{lb} potatoes, 400 onions, 100^{lb} sugar, 10^{lb} tea & 2 pigs.

Sunday 22 Wind baffling all round the compass. pleasant weather. took on board 88 Mules, & 2 horses. & completed the food & water.

Wednesday 23 light variable winds. & pleasant weather. took on board 16 horses & placed them with the other two in their stalls on deck & got the ship ready for sea. Mr Allen promised we should have our water by daylight but it didn't come.

1859

Wednesday Nov 24th Sea account. Wind light & pleasant weather. at 8 P.M. a fine breeze at N.W. at 4 A.M. called all hands and commenced heaving in cable, at 5th under weigh all drawing sail set. at 9 A.M. joined. Hove & the Light Ship off the English bank. at 9th set studding sails. at noon point Negro bore 12 miles distant the Mount Video wh. it dist. 42 miles Hove N.W. light ship N.W. S. 2 Boats & a Bark steering same as ourselves. last evening Ben Allen was taken down with cholera morbus. administered some homoeopathic medicine and to day he is better. Barometer 29.90

Thursday 25th Combined fine wind at N.W. & pleasant weather steering E by S. all drawing sail set. all hands employed working mud of the cables. at 2 P.M. Wind hauled South at 4 S.E. at 6 East & N.E. at 7th P.M. tacked to S.E. E 5 sail in sight heading the same. at daylight one Bark in sight last 4 hours light winds at N.E. pleasant weather ship heading E & E by S. Lat Ob 35 37 S Long 54 41 W Bar 29.90 Ther 72 deg

Friday 26th Wind N.E. light air & pleasant weather at 3 P.M. lowered a boat & caught a Turtle, at 6 P.M. a fine breeze at N by W. ship heading N.E. by E. latter part strong wind & rough sea; requires all the watch to keep the mules on their legs. Lat Ob 35 37 S Long 51.48 W. Bar 29.93 Bar 72 deg

Saturday 27th Wind North & N.E. brisk gale & clear weather. at 6 P.M. Rugged, at 11 P.M. in light sails & hove up the topmasts. at 4 A.M. made all sail. at daylight saw a double topmasted ship off the lee bow steering same as ourselves. soon passed her & ran her out of sight at 11 P.M. hauled top & topmasts; mules falling & then; Lat Ob 35 27 S Longitude 49 08 W Bar 29.88 Thermometer 72 deg

Ship Catarina, bound to Bahia with Mules & cargo.

1859

Monday Nov 28th. Commenced with strong winds at North, rough sea. The water between decks. looking out for the Mules; when one falls to get him on his feet immediately. at 7 P.M. it fell calm a few moments then the wind came from SW a lighter air, the ship lay in the trough of the sea, & rolled violently for a while; The Mules & cargo kept up such a clattering we could scarcely hear ourselves speak, at 9 P.M. took the old northerly wind, made all sail, heading E & E. middle part foggy; last 4 hours rainy.
Lat by Accr 35 22 S Long 46 55 W Bar 29.40 Ther 69 deg

Tuesday 29th Wind North brisk gales & cloudy weather Ship heading E & E. all drawing sail set at 1 P.M. one the horses kicked the boards off the forward end the stall, jumped out & fell between decks, then down the lower hold, on the deck; got up a table & hoisted him up & replaced him in his stall, a winner, if not a better horse; at 2 P.M. carried away the Jib Tack; hauled it down, wheist, lost it. burst the fore topgallant sail, duced it up, repaired & set it. at 4 P.M. clear weather latter part fresh gales & gloomy weather. hauled fore topgallant sail. the horses chafing bad.
Lat by Accr 34 58 S Long 44 20 W Bar 29.87 Ther 68 deg

Wednesday 30th. Wind North, brisk gales & thick weather Ship heading E & E. at 11 P.M. headed N E by E last 3 hours light winds, thick rainy weathering on
Lat by Accr 34 22 S Longitude 42.20 W Bar 29.82 Ther 68 deg

Thursday December 1st. Calm, with thick rainy weather at 2 P.M. a breeze at N & E; at 4 P.M. wind East wore ship to N & E. at 7 P.M. wind veered to South, with a light breeze, & a heavy swell from North at Midnight a fine breeze last 4 hours a fresh wind at E & E. steering N & E.
Lat by Accr 32.32 S Longitude 44.20 W Bar 29.80 Ther 68 deg

Ship Catarina bound for Bahia, or St Salvador
1859

Friday, December 2. Wind E S E brisk gales and gloomy weather. Steering N N E. with all drawing sail set. this forenoon some new Main top sail haliards took 34 fathoms. at 4 PM fresh gales & rainy weather. split the Main top sail, went out it down & bent an other. at 6 PM set it. high confused sea, running in different ways. at 6 AM set the 1st & Main top sail. at 8 AM wind veered to South, out studding sails: sent aloft Fore Royal yard & sail, & set it, rest part cloudy weather. } Lat Obs 30.21 S
Baromet 29.72 Therm 69 deg } Long " 110 14 W

Spent a calm hour
Saturday 3. Wind South, Moderate gales & hazy weather with a confused sea, steering N N E. with all drawing sail set. middle station part the same. by our observations we have experienced a strong current setting S W.

Lat Obs 29.03 S. Long 39 24 W. Baromet 29 98 Ther 72 deg

Sunday 4th. Wind S E high & buffing steering N E by N at 7 PM wind hauled to East in studding sails & hauled up sharp; at 4 AM. wind veered to North & ship to E N E, latter part brisk gales and cloudy weather, closed up Fore top sail & hauled up rips, & set it again.

Lat Obs 27.44 S Long 38.38 W Bar 30 05 Ther 74 deg

Monday 5th. Wind N N N E throughout the day now ship heading E S E N all drawing sail set. Lat Obs 27 36 S Long 35 54 W Bar 30 06 Ther 74 deg

Tuesday 6th. Wind N moderate, & pleasant weather all hands employed in ships duty. at 8 PM tacked to N W. at 11 tacked to E W latter part wind N N E. fine clear weather
Lat Obs 27 40 S Long 34 23 W Bar 30 07 Ther 77 deg

1859 Bound for Bahia

opened Baysport

Wednesday 7th Wind N N E fine gales & pleasant weather
at 12^m tacked to N N. at 8 P.M. tacked to the Eastward
at 9 P.M. hauled the Royal Middle & latter part
Strong winds at North, ship heading E N E
Bar 29.97 Ther 76 deg Lat 27 29 S Long 33 15 W

Thursday 8th Wind North brisk gales & cloudy weather
at 4 P.M. hauled the Royal Middle & latter part
on the horses & so much down. at 8 A.M. reefed
the topmasts. at 10 took in the & mizzen topmasts
a very rough sea on one of the horses fell over
the after part the stall on deck got up
& took him aft! Strong gales at North
Bar 29.83 Ther 76 deg Lat 26 02 S Long 30.48 W

Friday 9th Wind N N W fresh gales, high
sea. Ship pitching badly, at 1 P.M. close
reefed the & mizzen topmasts. horses & mules falling
in confusion at 7 P.M. moderate, made sail
at 4 A.M. took it in. at 9 A.M. close reefed
the topmasts. blowing hard & high sea. short weather
Lat by Apr 24 45 S Long 29 20 W Bar 29.80 Ther 75 deg

Saturday 10th Wind N N W fresh gales, with thick
rainy weather. Ship heading N N E. at
4 P.M. hoisted a dead mule on deck opened him &
found every thing in a healthy state. at 6 P.M. a
large clipper ship passed us, steering S.W. at 8 A.M.
hoisted another dead mule overboard. close reefed
the topmasts. blowing & raining very hard. Ship
laboring in the confused sea violently
at noon wore ship to N N W.

Lat by Apr 23 38 S Long 28.00 W Bar 29.80 Ther 78 deg

Toward for Bahia with mules & horses

1859

Sunday December 11. Wind North fresh gales
& confused sea. Ship heading N. N. W. under
close reefed topails, courses. Lib. Spunkin & Spunkin
at 11 PM hoisted up, & there another dead
mule overboard making three the last 24
hours, & fine in all. at 10 PM took in Lib &
Spunkin, at 12 Midnight took in the Mainsail
blowing strong & an ugly sea on. Mules falling
in all directions, all hands between decks
trying to get them up. at daylight a boat
passed us steering South. hoisted an other
mule up & cast him overboard. took
in Gryptop sail. strong gales & high sea
Lat by A. 24 00 Longitude 29.30 N. Sail 29.76 Ship

Monday Dec 12. Breeze strong gales at N. N. E
cloudy weather. Ship under close reefed
topails, Foresail, & Storm sails. at 1 PM
commenced raining, at 2 PM, the wind
blew with great violence, hauled
fore & main topails, & Foresail. rain falling
in torrents; at 5 PM. set the Foresail
Ship rolling violently. & the poor Decks
slipping down, & bruising themselves dread-
fully. at 6 PM wind veered to West wore
Ship to North. set Fore & Main topails; at 8 set
Lib. Spunkin & Mainsail; reefs out Main & Myn
topails. at 1 AM made all sail. Last four
cabin employed cleaning out between decks
the scent of Ammonia was so strong; it would
almost blind a person to be below; there
24 horns cast 8 or 6 dead mules overboard
making twelve dead & the more sick

Lat by an imperfect observation 22.58 Long 29.51 N
Barometer at 2 PM 29.78. at noon 30.15 alt 77 deg

Bound for Bahia

Tuesday Dec 13th Calm. & cloudy. & a great swell from the North, at 2 P.M. took a light breeze at South, steered North, at 9 P.M. wind S.E. at midnight wind hauled round to its old place N.E. & N.N.W. headed N.W. till 8 Am. then wore ship to N.E. rest part cloudy. no obsⁿ. There are other dead mule overboard. No 13.

Lat by Acc 22 10 S Longitude 30. 06 W Bar 30.08 Ther 78 deg
opened a Kine Reef

Wednesday 14th Continued. Moderate winds at North & cloudy & rainy weather. all hands employed filling empty casks with salt water. Ship headed to Eastward. at 7 P.M. very squally, brot the ship to upst topsails; at midnight made sail; at 8. Am tacked to N.W. by N. rest part fair weather.

Last 24 hours have four Mules overboard. No 17.
Lat Ob 21 46 S Longitude 30. 30 W Bar 30.00 Ther 78 deg

Thursday 15. Wind North Moderate gales & cloudy weather employed filling salt water at 2 P.M. tacked ship to N.E. by E. at 8 P.M. retacked to N.W. during the night ship headed from W.N.W. to North & rainy squally weather. Last fours. headed N.W. & there another dead mule overboard No 18.

Lat Ob 21 06 S Long 31 40 W Bar 29 95 Ther 78 deg

Friday 16th Wind N.E. by N fresh gales; thick rainy weather all hands employed drawing & filling empty casks with salt water. at 4 P.M. wind hauled to N.N.W. Tacked to N.E. rain falling in torrents at midnight calm. & a heavy flood from N.E. at 7 Am took a breeze at N.N.E. made all sail to N.W. at noon saw a sail to windward heading the same as ourselves, by our Obs we have had a strong current setting S.W.

Bar 30 06 Ther 79 deg Lat Ob 20 38 S Long 32 40 W

Bound for Bahia, coast of Brazil.

1859
Saturday December 17th. Commenced with a light wind at N.E. Ship heading N.W. by N. all sail set. all hands employed in cleaning over between decks. at 8 P.M. took the trades at East set Foretopmast & Main topmast adding sails. at midnight hove on other dead mule overboard. that died of a stoppage of the wine. at noon passed a brig heading N.W. & E.

Lat Dec 18. 51 S Long 33 36 W Bar 30 10 Ther 80 deg

Sunday Dec 18th. Commenced fine fresh trades at East steering N.W. all drawing sail set. turned up the Starboard boat to clean & paint.

at 2 P.M. Main topmast. The jibbed. repaired it & made sail. at 1 Am passed & exchanged signals with a large ship steering S.W. at 10 P.M. strong winds & squally weather. hauled top & gtrails latter part more moderate, made more sail a brig in sight to leeward heading the same as ourselves. hove two dead mules overboard.

Lat Dec 18 09 S Longitude 35 06 W Bar 30 05 Ther 80 deg

Monday 19 Wind N.E. by E brisk gales & fair weather. Ship heading N.W. on a wind. at 8 P.M. set Foretopmast & gtrails. at 6 Am steered N.W. by N. at noon N.W. at 10 P.M. passed a brig steering S.W. & E.

Lat Dec 19 14 S Long 36 43 W Bar 30 05 Ther 82 deg

Tuesday 20. Wind N.E. moderate trades & cloudy weather. Steering N.W. all drawing sail set. hauled up the chains & bent them. at 2 Am pass two revolving lights from Fortopre yard, bearing N.W. & E. hauled up close on a wind. at daylight saw the land. bearing from N.E. to N.W. by the North Cape St. Antonio bearing N.W. by E. dist 10 miles. at 10 Am took the sea buoy and stood in. soon after passing Cape St. Antonio, had the winds light & baffling.

Arrived at Bahia

Wednesday Dec^r 21st. Wind baffling with sudden gusts off the land. beating the ship up to the Anchorage, at 1 P.M. came to anchor with the bow, in 7 fathoms water. light house on Cape St. Antonio bearing S by E. by compass. the cattle exceedingly dull, went on shore and found business excessively dull. & the weather extremely hot. latter part employed cleaning out between decks. have another dead mule overboard No 23.

Thursday 22 light NE trades & hot weather took the horses out the stalls and groomed them. several persons have been on board to look at the animals, & want to purchase but do not like to give a remunerative price for them. during this day another mule died & was thrown overboard.

Friday 23 the usual weather strong trade in the afternoon during the night & morning nearly calm, very hot the poor beasts suffering immensely from heat at 5 P.M. ship Middlesex of Provincetown anchored astern of us 28 days from Montevideo with 101 Mules 29 horses; lost on the passage none owing to having superior officers to take care of them. during the night 4 mules died making 28.

Saturday 24th civil air. Winds light & heat great in the morning showery. at 10 AM sold the horses; sent our boats in to tow her off at noon took her along side, got dicker and commenced loading horses; at 2 P.M. dispatched the lighter with 17 horses; the Mate killed one by taking a hitch over his nose and stopping his wind; our two boats had to tow the lighter four miles against a strong head tide to a place to disembark them. at 8 P.M. returned on board, & took up the boats.

Ship Catawba lying at Bahia

1859

Sunday December 25th civil day, first part a light land breeze, very hot weather. at 1 P.M. took the trade breeze. Thermometer 82 deg

Opened a Pike Haff

Monday 26 same as 25th at noon hove another dead mule overboard. cleaned out between decks and the Mate let the Mules run with out halters or headstalls; instead of having them all ready to disembark in the morning

Tuesday 27th comm'd with a light air from the land, and excessively hot weather. in the morning thrown of trains at 8 AM comm'd disembarking mules. putting them in a launch alongside. but owing to their not being prepared the day before, it took a long time. at 1 P.M. left the ship with a strong ebb tide, to tow the launch ashore, with 38 well, some lame mule in her; at 6 P.M. got her to the place of disembarking there; at 8 P.M. landed them all in in good order & returned on board.

Wednesday 28th fair weather throughout. at noon landed four bale hay, cleaned the ship inside between decks.

Thursday 29th Comm'd light air from the land at 10 P.M. took a lighter alongside & comm'd loading her with hay at 4 P.M. finished loading and took her in tow for the shore; being a strong ebb tide, made slow progress. at 7 P.M. left the lighter & returned on board

1859 Lying at Bahia

Friday Dec 31. Fine clear weather throughout
all hands employed in pumping water out the
water cask & washing them out, clean to receive
clear water, & hoisting hay on deck to go ashore
at 10 Am took a lighters alongside loaded
her, & at 12 PM when the tide made flood
towed her ashore. we find with very few
exceptions the water we filled at Mobile & Vidua
into wine pipes, very bad.

at 10 Am took a water boat alongside and discharged
her filling 84 pipes. at 5 PM took a boat load
of wood alongside and discharged her
blowing a strong trade. at sunset the wind
fell off to a light breeze

1860 Opened a Pipe Boat

Sunday January 1. first 12 hours light land
breeze. at 6 Am the English Mail Steamer arrived
from England, by via of Pernambuco. with the
Emperor & Empress on board, for Rio de Janeiro
at 9 Am men ashore on liberty, to stay till five
PM. at 6 PM they returned, most of them drunk
unable to perform ships duty.

Monday Jan 2. Same as last 24 hours. about
the fore-dail, repaired, & about it finished starting
all the bad water, & cleaning & restoring the casks
at 4 PM the water boat came alongside, discharged
& dismissed her at 6 PM. at 7 Am took the boat
of water alongside & discharged her, got the ship
ready for sea. hoisted the yards aloft & hove
short. Capt ashore, trying to settle his business
but could not till 8 PM. he then went to
fort du Mar with his clearance, & proceeded
on board & made the signal for a pilot boat, but
could get any, at sunset paid out chain

1860

Tuesday January 3^d lying at Bahia at 7 Am took the last boat load of water alongside and discharged her, making 148^l pipes water filled in this port; at 2 Pm the Brig Mary A Foster came in 44 days from York at 6 Pm no visit boat coming we paid out chain again

Wednesday 4th Light baffling winds at 6h Am started home & hoisted the topsails colours flying at the Main for a visit boat. at 7h Am, it came alongside looked at our papers. said all correct & left. at 9 too k a fine northerly breeze set Studding sails, Hoysals; weighed over anchor & stood out the bay at 11 Am took the trade wind. at East light steered S by E. at noon Cape St Antonio bore N by E dist 13 miles

Lat Ob 13. 13 S Long 38. 35 W Bar 30. 10 Ther 83 deg

Thursday 5th Wind East light breeze & pleasant weather all hands employed in ships duty, carpentering caulking, repairing sails &c &c. at 5 Pm passed a Schooner heading North. at 2 Am set the Studding sails; at 7 Am passed a Brig steering North wind light from East & very pleasant Lat Ob 15 10 S Long 38. 10 W Bar 30. 12 Ther 86 deg

Friday 6th Commenced a fine wind at East blowing S by E all hands employed repairing sails carpenter between decks taking down the Mangro & slanchions, & putting them up 14 inches nearer the ships side, & 8 inches lower than they were before; Middle part light winds at E S E. hauled in. Studding sails & braced sharp the yards at 3h Am passed a sail going North exchanged lights with her. last 4 hours a fine breeze at E S E. Lat Ob 17. 01 Long 38 15 W Bar 31 15 Ther 82 deg

Ship Catawba bound for Montevideo.

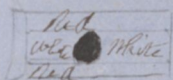
1860
Saturday Jan^y 7th Wind E + S E steering South at 7 P.M.
set 1/2 top and standing sail, passed 2 Portuguese fishing
boats at 2 A.M. set all the standing sail at 8 A.M.
sounded in 35 fathoms Coral & shells. by our Observ
we have had a strong current setting S S E
Lat Ob 21 01 S Long 38 15 W Bar 30.13 Ther 82 deg

Sunday 8th Continued moderate winds at E N E pleasant
weather. 12 M noon sounded. got bottom at 36 fathoms
red coral, & shells. midnight wind hauled to N E
prepared to begin heading to the Northward

Lat Ob 22 14 S Long 39 00 Bar 29 11 Ther 84 deg

Spent a Well Day

Monday 9th Fine brisk winds from N E + E N E. pleasant
weather. steering S S W with all drawing sail set
all hands employed reefing spare sails; at 6 M
saw the smoke from a steamer in the N E
Lat Ob 24 36 S Long 39 40 W Bar 30 12 Ther 82 deg
Distance Sd 192 miles



Tuesday 10th Wind E N E + N E. fine gales & pleasant
weather. steering S W by S. all drawing sail set. all
hands employed reefing sails. at 3 P.M. signaled
a whale ship heading to the North showing a Red
white & red horizontally & black ball in centre
at 8 A.M. wind N E by N. set standing sail 8th side
Lat Ob 27 14 S Long 41 41 W Bar 30 12 Ther 80 deg

Wednesday 11th Wind N E by N. fine weather steering
S W by S. all drawing sail set. all hands employed
reefing sails. middle & latter part moderate with a
high swell. at daylight passed a big heading
N E, under short sail. Distance Sd 140 miles

Lat Ob 29 14 S Long 42 42 W Bar 30 12 Ther 80 deg

Bound For Monte Video

1860. at 2 Am came up with & passed a large ship steering ^{East or West} ~~South~~
 Thursday Jan 12. Wind N.E. moderate, & pleasant weather. Steaming S.W. with all drawing sail but all hands employed reefing & setting sails. at 2 Am wind hauled to the North. Hoisted up set the jib, spanker & mainail. Distance led 170 m
 Lat Ob. 31 23 S Long 44 50 W Bar 29.96 Ther 78 deg

Friday Jan 13. Wind light from the North. & good deal of swell on. Steaming S.W. & N.W. latter part brisk wind, & heavy weather. Dist Sailed 144 miles
 Bar 29.86 Ther 76 deg Lat by Acc 32 50 S Long 47 00 W

Saturday 14. Wind N.W. brisk breeze & cloudy. at 4 Pm wind went light. at 8 Pm Wind N.W. at 8 Am. Capt Richard Lee of Boat Station came aboard 27 masts out 2400 lbs whale oil. coxising for sperm oil. got 2 Studdingail booms, and a new Maintopgail from her. at 10 Am I came aboard with them & made all sail
 Lat Ob 34 11 S Longitude 49 00 Bar 29.74 Ther 74 deg

Sunday 15. Wind N.E. cloudy weather, at 2 Pm a very heavy tempest wind light & variable, throughout the night we had rain, vivid lightning, & thunder like artillery. at daylight saw a Black. ship of us steering same as ourselves. Wind continued raining till noon. then the wind hauled to N.W.
 Lat by Acc 34 30 S Long 51 36 W Bar 29.77 Ther 72 deg

Monday 16. Wind N.W. cloudy weather. at 3 Pm wind hauled to West. headed S.W. at 8 Pm Wind South drove ship to N.W. at 2 Am wind blew on and heavily called all hands, & put the ship to close reef. split the Maintopgail. at 8 Am sent it down & bent another on the land. ahead, got 11 being handy in with it drove ship
 Lat Ob 34.48 S Long 54.48 Bar 30.84 Ther 84 deg

Off River Platte. Day 17th 1860

Tuesday 17th Wind SSW fresh gale & clear weather ship
bedding S.E. at 1 P.M. turned away off each to pivot
the land, & some sail in sight. employed reefing
the Main topsail. at 4 P.M. were ship in shore at 8 were
off shore at midnight wind veered to SSE & stirred
SW; made all sail. at 5 Am calm. & a great
swell from S.W. the ship rolling violently. at 6 Am
rounded in 33 fms dark mud. at 8 Am took a
light breeze at North made all sail. Steered S by E
& sail in sight all bound up the River
Lat 34 45 S Long 100 30 20 Ther 68 deg

Wednesday 18th Wind ESE light breeze and
very pleasant weather. Steered W-SW all
drawing sail bet. at 9 P.M. passed below Island
dist 3 miles. Steered W. wind veered to North. at
midnight fresh gale. Steered W in floodings
to Fathoms Top of trail. at 42nd saw Glow. Sold light
bearing W by N. & light ship SW. at 3 Am passed
Glow dist 4 miles saw the Mount light
at 6 Am. tacked to NE. for the harbor
at 10 Am came to anchor in 3rd fms water
the Mount bearing W N W

Thursday 19th Wind NE brisk gale & pleasant
weather all hands employed in ship's duty
at 6 P.M. died from Bank Abagum & Pilot
pilot broad. 24th split piece. latter part wind
SW. died on board 300 lb. lumber & 15th nails
at noon the wind shifted to SE & blew a brisk
gale till sunset. then died away. this day
employed fitting & varnishing studding sail boom

Ship Catimba lying at Monte Video

1800 To Calise. at 7 Am a strong breeze at
N E. at 11 shifted to S E. at 6 P.M. & N E. this
day sent down F. T. Glissail. & id it & sent it. took
on board a ton of Kitchen Coal from the shore
& coils of tarred rope ~~12~~ 27 ft. 6 in. for hatching for the
Animals;

Saturday 21. high winds from the North. at 10 AM
moderated & wind came out at S E. took on board
from 4 lighters, 69 bundles hay, & 50 bags bran

Sunday 22 Wind S E fresh gales & cloudy weather at daylight shifted to North. & cleared off. and continued fine weather throughout.

Monday 23 Wind Variable weather cloudy. at 4 P.M.
wind shifted to S.E. looked very threatening
but it continued moderate. Bar. 30.00
took on board 2000 lb potatoes & 34 bales Hay. 11³

Tuesday light winds at S.E. cloudy weather
at 8 AM took a harbor pilot on board
got under weigh & worked in shore. at 10 AM anchored
in 17 feet water in the afternoon took on board 800 lbs
beaver, & two lighter board kay. Bar 29 90

Wednesday 25th Wind E S E, cloudy weather. at 9^h Am.
took two lighters alongside loaded with mules
& horses, & commenced hoisting them on board
at 5 P M finished taking on board 90 mules & 14
horses & secured them below & on deck.

Thursday 26, Wind NE & SE. at 7 AM took
on board the salt Reef, 1000 onions. at 3 PM.
took on board 4 horses, 12 bundles Hay Manila

rope turned do procured meat, &c &c

1860.

Friday January 27th. Wind North. fine weather, at 8 Am got the ships bills, came aboard and got the ship underweigh. & stood out the harbor with a light wind at North. at 10 Am wind struck from E by S. headed South. all sail set. at noon tacked to N E by N. Lat Ob 35 06 S Long by the mount 56 12 Bar 29 72 Ther 82 deg

Saturday 28th Sea Up. Bound to Barbadoes W. I.

Wind E S E. fine weather. Ship heading N E by N all sail set. beating out the River, against wind & tide at 2 Am after being calm awhile took a breeze at North Steered East. Flores light bearing N by W. English Spark light S E by S. at daylight light baffling winds with showers of rain at 11 Am Calm & a strong current setting up the River dropped the Anchor in 18 fathoms water thick weather no Observation

Lat by Acc 35 11 S Long 53 20 Bar 29 70 Ther 82 deg

Sunday 29. Calm cloudy, hazy weather, at 12 M noon took a fine breeze at North. up anchor made all sail. Steered East. several sail in sight. at 1 M nearly calm, at 2 took a breeze at N N W. at 6 P M saw Lobos Island bearing E by E rest part the 24 hours light baffling winds & calm at 4 Am exchanged salutes with an American Ship steering W by S her private signal white ground, with red letters. at noon took a breeze at S E. made sail. heading E N E Lobos Island bearing N W by W dist 10 miles Maldonado N W by W dist 10 miles

Lat by Acc 35 08 S Long 54 42 Bar 29 58 Ther 78 deg
Barometer 29 76

From Monte Video to Barbadoes N. I.

1860

Monday Jan 30. Wind S E, light breeze & cloudy weather. Ship heading E by E all sail set & stowed the anchors, unbent the chains and put them below. at 5 PM fresh gale in Morals at 6 in foretop gtsail at 7 PM passed a Brig heading in under double reefs at sunset saw the land bearing N 11 W by compass. rest part the 24 hours ship headed from N E to N E by E, close hauled Lat Ob. 33. 27 S Long 52 14 W Bar 29.77 Ther 76 deg

at
Tuesday 31. Wind E S E brisk gales fair weather ship heading N E. at 3 PM passed a brig on the opposite tack at midnight wore ship to S S E, very rugged handed top gtsails; at 4 Am wore to N E & made all sail. at 9 Am passed a Brig steering West.

Lat Ob 31. 41 S Long 57 Barom 30.00 Ther 76 deg

at
Wednesday February 1. Wind from the Eastward fair weather. Ship heading North N by E. at 3 PM being handy in with the land wore ship to S E. at 7 PM came up with & passed a Brig heading same as ourselves. at 8 PM strong wind through sea; in top gtsails, & fly lib at 4 Am single reefed foretoprail. at 8 Am wore to N W at noon wore to E. S. E.

Lat by Ap 32. 36 S Long 51 00 Bar 29.58 Ther 76 deg

Thursday Feb 2 Continued fresh winds at N E, rough sea, cloudy weather. Ship heading S E by E. at midnight reefed the top rails. heading E S E. at 7 Am saw two sail steering S N by W. latter part clear weather employed cleaning out between decks.

Lat Ob 33 57 S Long 48 25 W Bar 29.94 Ther 75 deg

Bound for Barbados W.I.

1860

Friday Feb 3. Wind N.E. brisk gales fair weather
Ship heading E.S.E. under single reef at 3 P.M. made all
sail. at midnight hauled top-boards. latter part
filling empty pipes in the lower hold with
salt water. cloudy weather no Obs.
Lat by Obs 35 05 S Long 45 40 W Bar 29.94 Ther 74 deg

Saturday 4th. Wind N.E. + N.E. fresh gales & cloudy
rough sea at 5 P.M. double reefed the fore- & main-
topails. at 4 A.M. hauled the
fib out part very rugged ship rolling &
the horses falling often. It requires all our
attention to keep the poor brutes on their
legs. Lat by Obs 36.12 S Long 43.40 W Bar 29.70 Ther 72 deg

Sunday 5th Wind N.E. + N.E. strong gales and
thick weather. and an ugly sea. run in
at 1 P.M. took in & furled. Fore & Main topails
at 1 P.M. parted fore-topail. raving & blowing heavy
took in the sails, fited an other tack and
set the sail. at 4 P.M. took in the courses & furled
them, hove the ship to under close reefed Main-
topail & storm sails at 6 P.M. the fore-topmast
stay-sail, burst & went to pieces. soon after the
sheer-tail of the fore spinnaker went. wind &
sea increasing. horses & mules falling all
the time; sea increasing, at 8 P.M. all
the horses down & up, leaping, & knocking
themselves to pieces; at 11 P.M. the wind veered to N.W.
& began to abate. Ship headed the sea & became more
steady. so that we got the horses on their feet
except five of the longest & best; they were dead.
at midnight set the fore-sail, steered it N.E.
at 6 A.M. set close reefed fore & Main topails at noon
set all sail. Bar at 10 P.M. 29.58
Lat by Obs 35 22 S Long 42 38. Bar noon 29.76 Ther 72

Bound for Barbadoes W. I.

1860

Monday 6th Wind West brisk gale
confused sea cloudy weather. starting
at 2 all sail set. at 4 P.M. wind S.W.
rainy weather. at 7 P.M. fair weather made
all sail. Studding sail & Royals. Ship going
9 knots. latter part wind South fine weather
Lat Ob 33. 01 Long Bar 29 94 Ther 72 deg

Tuesday 7th Wind S.S.E. fine weather, all
hands employed. clearing out between decks
grooming horses, rying stalls, clearing
stern &c. at 7 P.M. wind shifted to E.S.E. at 10
P.M. East. last 6 hours baffling a heavy swell
at noon, took a light breeze. made all sail
Lat Ob 31 43 Long 39 25 Bar 29 78 Ther 74 deg

Wednesday 8th Commenced with a light breeze at
E.S.E. heavy swell. pleasant weather. & a
strong current setting S.W. at 7th Am wind N.E.
tacked ship to the East.

Lat Ob 30 27 Long 40 20 Bar 29 93 Ther 80 deg

Thursday 9th Wind N.E. light, with pleasant
weather & a strong current setting S.W. at 11 P.M.
wind I tacked to North. at 4 Am wind it
tacked to E.S.E. at 8 Am sent down M. Royal
yard fitted it repaired the sail. at 10 Am
one of our horses became so weak he fell
down & the matter ran from his mouth & eye
he was badly bruised all over also badly chapped
Lat Ob 30 12 Long 39 04 Bar 29 98 Ther 80 deg

Friday 10th Wind S. at 6 P.M. rainy Middle & latter part
fast. Gale & clear weather. hauled to ply sails. employed
filling gaps with jury rigging
Lat Ob 29 41 Long 36 24 Bar 30 08 Ther 80.

Bownd for Barbados W.I.

1860

Saturday Feb 11th Commenced fresh gales at North. cloudy weather at 4 P.M. more moderate set Topgallant sails. rest part fresh winds. clear pleasant weather Ship heading E. N. E.

Lat Ob 28 51 S Long 33 43 W Bar 30 08 Ther 80 deg

Sunday 12th Wind throughout the 24 hours North Ship heading E. N. E. all sail set. at 6 P.M. took a sail to windward steering S.W. Lat Ob 28 24 S Long 31 06 Bar 29 04 Ther 80 deg

Monday 13th Wind North cloudy weather. Ship heading E. N. E. Middle part Wind N.W. rain weather. latter part occasional squalls of rain. Lat by acct 27 30 S Long 29 12 Bar 30 00 Ther 78

Tuesday 14th Wind N.W. Moderate breeze. cloudy weather. smooth sea. at 3 P.M. wind N.W. Ship heading N. E. Middle & latter part baffling & calm. at noon saw a Bark steering S. E. Lat Ob 26 32 S Long 28 30 Bar 30 00 Ther 84 deg

Wednesday 15th light baffling winds & calms. with occasional showers of rain. at 7 P.M. took a light breeze at S.W. set studding sails. at 4 A.M. wind N.E. at 6 A.M. raised a sail ahead from aloft not pay baffling winds from N.E. to N.W. Lat Ob 25 44 S Long 28 44 Bar 30 00 Ther 83 deg

Thursday 16th light baffling winds. heavy swell & a strong current setting S.W. at daylight two sail ship & brig in sight. trying like ourselves to get to the North. but light adverse winds & current is against us. Ends calm. & very hot weather. Lat Ob 25 32 S Long 29 14 Bar 30 03 Ther 84 deg

Bound for Barbadoes W.I.

Friday Feb 17th calm. at 12 M. a light air from North. at 3 P.M. tacked to N.E. at 4 P.M. calm at 7 P.M. at light breeze at North stood N.W. at 10 P.M. calm. at daylight a light breeze at N.N.E. rest part variable with light rain occasionally
Lat by Acit 25 20 S Long 29 28 Bar 30 10 Ther 80 deg

Saturday 18. Wind N.W. light breeze. cloudy warm. Ship heading N.E. at 2 P.M. North. at 7 P.M. a fine breeze at South; our standing sails below & aloft at 2 Am. calm. last 6 hours a light air from South. & a heavy swell from S.E.
Lat Ob 24 21 S Long 29 20 Bar 30 12 Ther 80 deg

Sunday 19th Borneed. with a light air at South. & a heavy swell from S.E. with very hot weather. at 7 P.M. a fine breeze at S.E. & continued 'til 4 Am. then is fell nearly calm. last 4 hours a light air from N.W. at noon five sail in sight
Lat Ob 22 49 S Long 29 41 Bar 30 12 Ther 86 deg

Monday 20th Borneed light baffling wind from the North and a great swell from S.E. at 6 P.M. took a fine breeze at East stood N.W. E. latter part baffling from N.W. E. passed 3 ships going South
Lat Ob 21 44 S Long 30 12 Bar 30 10 Ther 82 deg

Tuesday 21st Wind light from N.W. & N.E. Ship heading N.W. & N.W. last 3 hours baffling from the North & a strong current setting N.W. this day hoisted out the port pump to stop the keel & spits. & was obliged to cut away the lower deck to get it up the new lower deck was laid so near the pump "would not come through" till "was cut away"
Lat Ob 20 31 S Long Bar 30 17 Ther 83 deg

Bound for Barbados W. I.

1866

Wednesday 22. Wind North & N-N-W light breeze
Middle & latter part brisk winds at N-E & E-N-E
with occasional hard squalls at daylight
untill the Main topgall sail about 10 AM
Lat Ob 18 30 S Long 32 30 Bar 30 10 Ther 82 deg

Thursday 23 Wind N-E & E-N-E Moderate winds
fair weather. Ship heading N-N-W North all
driving sail set. latter part baffling & much
calm till 11 AM. we then took a breeze headed
N by N. a Ship & Brig in sight heading same
Lat Ob 16 29 S Long 33 30 Bar 30 08 Ther 84 deg

Friday 24. Wind E-N-E. N-E. & N-N-E. Ship heading
from North to N-W. passed several vessels
going to the S-S-W. 3 ships with no standing
sails set. by our observations the past three
days we have had a strong current setting N
Lat Ob 14 55 S Long 34 30 Bar 30 00 Ther 84

Saturday 25. Wind N-N-E. moderate breeze
fair weather. employed filling salt water
at 6 PM tacked ship. headed East till 7 PM. then
took the wind at E by N & E-N-E. headed N by E. and
N by W. during the night. latter part headed
from N. to N-N-W. this forenoon the Brig went out
of sight to N-N-W by W. after being in company a while
Lat Ob 13 55 S Long 34 58 Bar 30 00 Ther 82 deg

Sunday 26 Wind N-E & N-N-E. light. at 3 PM tacked
to N-E. at 7 tacked to N by W. at 1 AM took the
wind at S-S-W & turned N-N-E. at 6 AM wind N-E
headed N-N-W rest part calm & squalls. at 11 AM
passed close to Gonave Bank steering S-S-W
these 24 hours we have experienced a current to the
Lat Ob 13 20 S Long 35 18 Bar 30 00 Ther 84 deg

Bound to Barbadoes W. I.

1860

Monday Feb 27th These 24 hours has been a very
Vexatious one. We have had baffling winds, calms
& squalls, & a very strong current setting S.W.
bottom part very heavy but a brig in sight steering
for us, till she got within 4 miles then she lifted
too. Lat 13 18 S Long 35 04 Bar 30.00 Ther 84 deg

Tuesday 28th Wind E by N. at 10 P.M. Spoke Brig
Galveston of N.W. Capt Whitfield. 33 days from Boston
Arr. for New York. Bought a Vol Pilot Bread of
him for which I paid five dollars.

Lat 11 51 S Long 35 21 Bar 30.00 Ther 84 deg

Wednesday 29th Continued. Moderate trades at E & E
pleasant weather Ship heading North all
driving sail set. at 2 P.M. passed a brig on
the opposite tack. at 3 P.M. headed up N by E &
at 7 P.M. going 7 knots. at 6 Am saw the land
bearing from N.W. to North. dist 15 miles at
8 Am light winds tacked to S.E. Galveston in com.
Lat 11 35 Long 35 30 Bar 30.30 Therm 82 deg

Thursday March 1st Continued with moderate
winds at E & E Ship heading S.E. & S.E. by S. at
3 P.M. tacked to N by E. fine strong trade.
at 8 P.M. tacked to S.E. by S. at Midnight tacked to N by E
at 8 Am tacked to S.E. being in with the land
and abreast of a large Village. saw 3 brig lying
at anchor. saw several fishing boats out
after fish.

Lat 11 51 S Long 35 28 Bar 30.12 Ther 84 deg

This afternoon one of our horses died from some
cause unknown to us. an other appears to be
near his end.

Friday March 2. during the night ^{dead horse overboard. 108.} hove another
tacked ship to N N E. 10¹/₂ P M
Galveston in sight to leeward, and the land
bearing from W S W. to North. and the current
setting strong to S W. at 3¹/₂ P M being close in with
the land. tacked ship to S by E. at 8 P M
tacked to N E by E. at 10¹/₂ P M lost sight
of the light, (reholving!) bearing W S W.
during the night. Ship headed from N E
to E to N E with fine trades blowing. at
6 A M passed a clipper Bark heading
South. at 8 A M steered N E by N. set
the studding sails. at 10 A M steered N E
at noon Cape St Augustine bore N N W. 1/2 N
distant 15 miles a brig in sight beating up
last night we lost sight of the Galveston
Lat 28 32 S Long 34 58 Bar 30.05 Ther 84 deg.

Saturday 3. Continued with fine S E trades
pleasant weather. Steering N N E. at
3¹/₂ P M set lower & Main topmast standing
City of Pernambuco, Olinda, and the
shipping in the harbour. all distinctly
visible. about 8 miles dist hauled up N E by E
set our colours & signal to the peak. at 5 P M
steered N N E. at 10 P M N by E. middle part
squally, with rain. latter part pleasant
Lat 28 33 S Long 34 32 N Bar 29.05 Ther 84. Dist Sd 180 miles

Sunday 4. Wind S E. moderate breeze. pleasant
weather. Steering N by W. all drawing sail
set. at 2 P M N N W. at 4 P M. passed a brig heading
to the Eastward. no topgall sails set. at 8 P M steered
N W. last 3 hours N W by N. fine brisk trades
with considerable sea on

Lat 28 11 S Long 36 46 Bar 29.88 Ther 84
Dist Sd 190 miles

Ship Cutawba bound to Barbados. N. I.
1800

Monday March 5th. Commenced fine S E trades
fine weather steering N N by N. all drawing
sail set. at sunset hazy in the North at 7
P.M. lightning in the North. at 1 Am the
wind hauled to N E: braced the yards:
at 6 Am passed the Back of the Cape of Good Hope
steering to the North. at 8 Am stood N W
took in lower & Main topsails & studding sail
Lat Ob 1.15 S Long 39 34 W Bar 29.98 Bar 82.
Dist Sld 215 miles. Current setting N N W strong

Tuesday 6th Wind E N E. brisk gales: fair
weather, steering N N W. all drawing
sail set. at 2 P.M. hauled up North to clear
the masts up. at 8 P.M. shortened sail. at daylight
hoisted up N N W & made all sail. - pleasant weather
Lat Ob 1.23 North Long 40 50 W Bar 29.98 Ther 83 deg

Wednesday 7th. Commenced with brisk winds at E.
& pleasant weather. Middle & latter part squally
with hard showers of rain. wind veering
and hauling from S E to N E. no observation
Lat by Acc 3.23 N Long 43.10 W Bar 29.87 Ther 82 deg

Thursday 8th. Wind from S S E to N E with hard
rain and squalls. at 10 P.M. took the N E
by N. trades steered N W. at 6 Am hauled in
top & main topsails & studding sail, & braced the yards
Lat Ob 5 20 N Long 45 10 W Bar 29.96 Ther 80 deg

Friday 9th. Wind N E strong trades. cloudy weather
steering N W. at 5 Am wind veered to E N E & moderate
set all the studding sails & Royals. rest part fine
weather
Lat Ob 7 50 Long 48 00 Bar 29.96 Ther 80 deg
Dist Sld 225 miles

1860

Saturday March 10th All these 24 hours fine
fresh trades at N.E. by E & fair weather. Steaming
N.W. by W. with all the studding sails set. ships
running off the log 10 knots at times
Lat 06 49 30 N Long 58 39 W Bar 29 94 Ther 79 deg

Sunday 11th Wind N.E. by E fresh; & fair weather
Steaming N.W. by W. all drawing sail set.
Lat 06 11 15 S Long 53 55 W Bar 29 95 Ther 80 deg
Distance sailed 210 miles

Monday 12th Commenced brisk trades at N.E. by E.
with pleasant weather. Steaming N.W. by W. & N.W. all
drawing sail. set. water at 10 Am 11 discoloured
& continued 'til dark at daylight blue again
Lat 06 13 01 S Long 57 10 W Bar 30 02 Ther 81 deg
Distance sailed 200 miles

Tuesday 13th Wind E. & N.E. fair weather Steaming
West all drawing sail. set at 7 P.M. hauled
in studding, sharded topgallants. at 4 Am
saw the revolving light on Barbadoes bearing
N.W. hauled up for it under three topgallant
at 5 Am hove to. at daylight 6 Am saw
the land. shove up & made sail. at 9 Am
came to anchor in the outer roads in
30 fathoms water, with the best bower
anchors: too far out by a long distance;

Wednesday March 14th Sea Act commenced moderate
trades with light squalls of rain. at 3 P.M.
commenced heaving at the windlass, to take the
anchors at 5 P.M. catled it, with the assistance
of 4 men from the Shore; and made all
sail for the Hed of Tobago; to buy the Market
for mules and horses. Stared South by W.
to allow for a strong lee current. while
at anchor at Barbadoes took several sights

for the Chronometer and found her thirty
nine miles too far East. middle part light wind
from the North driving weather. at day light
took the regular trade wind & all sail
to the South. at 11 Am made the Land
bearing S S W. & S W by S. bore up for the
Norals. a Schooner in company.
Left Oct 11 38 St George 60 18 W Bar 30 60 True 81 deg

Monday March 19th Wind E N E Brist trades
fair weather steering in for the land all
drawing sail etc. at 4 P.M. doubled the point
shortened Main of war Bay at Tobago. seeing no ship
& but few huts. hauled aback, lowered a boat
& went ashore to try the Market. found but
one white man in the place. he was a
government official, said there was no
market for Mules or horses at that place
but might sell some at Georgetown on
the S E side of the Isld. came aboard and
bore up N W for Grenada. at 8 P.M. stowed
N.W. by W. & shortened sail to three Topsails
at 4 Am. saw the land ahead & put bore
up for the South point, at 9 Am doubled
point Saline. & beat up towards the harbour
at 11 Am. the harbour Master Alex Martin Esq
came aboard to Pilot us in at 1 P.M. anchored
in two fathoms water in St Georges Harbour
at 5 P.M. hauled in as near the wharf as
we could.

Tuesday March 20th civil account covered
a fine land breeze. at 8 Am. commenced discharging
Mules on the wharf. belonging
to Mr Martin at 5 P.M. finished with the
Mules & horses & commenced on hay. at 6 P.M.
hauled off to our Anchor.

Ship Catawba, lying at Geo Town harbour Grenada. 25
1860

March 21st civil acct. fine winds from off the land; at daylight a fine shower of rain. at 5th Am commenced taking down the Mangos and hoisting out hay & Bran. & Manure and putting it in a scow alongside; at 6 P.M. finished & cleared up decks. Moored Ship ^{with} the harbour ashore; at 3 P.M. the Mail Steamer arrived from St Thomas & the Windward Islds; with the Mails from Europe & America. But none for me. at 6 P.M. she left for the Isld Trinidad Tobago Barbados

Thursday 22nd breezed fine weather at 6th Am 3 Caulkers came aboard & commenced caulking between decks; I went below & found the decks very dirty & five large Auger holes through them notwithstanding I told the Mate when we took stroke on board the 22nd Nov 1857. to have every hole stoped in the lower deck one of the Caulkers. being a poor thing and slow coach withal. I rated him. He went ashore, & didn't return. Set our Carpenter and Ben Alley to Caulking, & found they did very well; people employed variously, through the day: cleaning & wiping sides; blacking boards; getting off fresh water &c &c &c

Friday 23rd fine weather throughout, at 6 Am 5 Caulkers came aboard & carried work. Over employed in Ship's duty. finished blacking Boards; scrubbed the Main Courses, tarred down the head stays &c &c refitted the yards Repaired Studding sail. restored Spare spars. Lashed every between decks &c &c. at 5th P.M. finished Caulking.

1860

Saturday March 24th Civil Ap. Borneed fine weather, last four hours, employed unmooring ship heaving up the anchor, and warping the ship's stem up to a tree. & getting ready for sea.

Sunday March 25th Sea Ap at 9 M. Mr Martin the harbour Master & Pilot came aboard made sail, slipped the warps. & ran out the harbour & the Pilot left in his boat having forgotten my bills; I have the ship too; lowered a boat, went ashore & got them. at 3 P.M. returned on board, made all sail to the north on a wind. by good Altitudes find the Chron 46 miles too far East. Middle part light winds. at 7 AM the boats being very dirty had them washed out, after Breakfast the 2 Mate told the Watch on deck to scrape the oars & put them in the boat; John McAuley & John Logan came aft, John McAuley said he wouldn't scrape oars Sunday; I called the Mate the said the same in his hearing; put him in the rigging. John Logan ran forward & told the crew Jack was being put in the rigging all but two came aft to rescue him from there forward. When McAuley said he wait the ringleader; all hands foreman agreed not to scrape the oars; and he was willing to go to work east off the speewards the went with the others & scraped the Oars. it was about an hours work they were three hours about it.

Lat 06 14 33 Long 62 15 44 Mar 30 06 Ther 81 deg

Bowed for St Thomas. N.S. March 26th 1860.

Monday 26th Commenced moderate trades at E. & E N E steering North. all drawing sail set. at sunset Martinico, and dominico in sight stood N N W & out studding sails; at 7 P.M. cal... at 10 took a strong wind for a couple of hours, then it moderated & continued throughout the 24 hours.

At daylight saw Guadalupe bearing East; Montserrat 4th by N. at 7 Am bore up N W. last 4 hours the watch employed clearing ship outside by our Observations we have had no current Lat 16 38 N Long 62 52 W Bar 30.13 Ther 81 deg

Tuesday 27th Wind E N E + N E. at 6 P.M. studding sails at 8 P.M. fresh winds, hauled in the studding sails at 10 P.M. in top liftsails. at daylight saw the land ahead ten boat bows: extending E & W. all looked alike; at 7 Am a boat came from the land with three Negroes in it. offered their services as pilots to St Thomas: but asked fifty dollars I offered them five: which they refused at first but finally accepted and put a dumb man on board who conducted us to the harbour in safety: in steering to the Westward, we brought the Governors cap, on board so called & back board in use: then hauled up for the harbour and Anchored at 11 Am; outside Prince Rupert's rock, in 4¹/₂ fathoms sand bottom. went ashore to seek a freight. found a number of vessels after the same;

Wednesday 28th Sea & Wind strong trades. clear weather employed taking on board provisions Beef, Pork, Rice, &c &c. was told by Mr. Abbot. that they (the firm of Messrs. Koefer. Whitmore &c) expected letters from their correspondents in Porto Rico in two days. would there give me the —

1860

preference in freight; at 6 Am commenced tarring
down rigging & painting Ship; at 7 Am showers
of rain soon passed off & recommenced painting
& so continued till noon;

Thursday March 29th Fine fresh trade and clear
weather; all hands employed in tarring rigging
& painting Ship; at 3 Pm the Master^{don't} ashore for
two Chin men, saying they had used all
on board. Galled, don't right more
at 11 Am finished tarring.

Stearns arrived with the Mail, got a charter
to go to Aguadilla, West end of Porto Rico and
load sugar for New-York.

Friday 30th fine weather. clearing the Forecastle
& doing other jobs; discharged three men
John McCauley, Thos Lagon, English, & Jonston
Scotch; & shipped three other foreigners in their
places. at 8 1/2 pm Mornth. they were brist off by
a shipping master Crazy drunk, and one
of them was very abusive, put him in
Chains. who he promised to behave and
we took him out the next forward. at
daylight when all hands were called the three
men that came aboard the evening before, came
aft & wanted to go ashore & get money & carry their
B^o Mats clothes, lowered a boat, & took two of
them ashore; one being a very bad man took
him to the Consuls office; discharged him &
shipped an other. at 8 Am came aboard, got
breakfast & commenced heaving in chain soon
perceived the Ship a drift, let go the best bower
shot her up & carried lines to an English Ship
ahead, & with her of us; hove up the anchors
& commenced warping up to her & so continued
till noon;

Bound to Aguadilla Port and Ponce
1860

Saturday March 31 Sea bk. Employed warping up
to an English Bark: made all sail; at 1 P.M.
Cast off & stood out on a wind S.W. at 1 $\frac{1}{2}$ steered
S.W. at 2 P.M. W by North. stowed the anchors
& set the Studdingails; at 6 P.M. S.E. point of Porto Rico
bore S.W. by W. at 1 $\frac{1}{2}$ Am saw the light of St. Juan at 3 P.M.
light breeze, being close in with the land shifted off
W. & W. wind South. at 7 Am took the trade wind
made all sail, steered W by W & W by S. at 1 $\frac{1}{2}$ Am
at 6 Am St. Juan bore South 4 miles distance
Lat Long Bar-30 12 Thermometer 81 deg

Sunday April 1st Commenced fair fresh Easterly
trade, & cloudy weather, steering W by S all day
sail set. North side of Porto Rico 6 miles dist.
at 6 P.M. West End the Volc bore S.W. hauled up
S.W. & W. dist from the shore 2 miles; at 8 P.M. nearly
calm, hauled in all the Studdingails; shortened
sail, & hauled off for the night; during which we
had the wind all round the compass, and
heavy showers of rain. at 4 $\frac{1}{2}$ Am came to
Anchor in Aguadilla Bay. West end Porto Rico
in 12 fathoms water, with the best breeze
light wind from N.W. blowing right in
at noon some of the Officials had been
on board.

Monday 2nd Sea bk light S.W. wind, pleasant
weather during most of the night came
at daylight commenced starting salt water
in the lower hold; wrote fitting ballast
tubs; that ought to have been already before
we came here. at 7 Am commenced discharging
Ballast, in to lighters. they are called here
flat bottom skiffs, carry three hundred
sugar.

Lying at Aguadilla St. End. Porto Rico 1860

Tuesday April 3. Sea up, light N.W. wind pleasant weather. employed discharging ballast & Eate cask; at 4 PM the lighters left us. at daylight received word from extra man to help hoist our man in the hold pumping & refilling ships water casks took on board 27 casks sugar stowed 24 of them in the fore hold by noon
Barometer 29.58 Thermometer 82 deg

Wednesday 4th light air a swell from S.W. employed discharging ballast, starting water &c. &c. at 2 PM it was so rough the launches couldnt take water left went ashore wind S.W. brisk gale at 8 PM calms at 3 AM. a fine land breeze. Bark Ella left for New York; at daylight commenced discharging ballast. & so continued till noon. Bar 30.02 Thermometer 82 deg

Thursday 5th employed washing out the hold at 1/2 PM. commenced hoisting sugar from launches, stowing it in lower hold; at dark 6 PM. discharged all the lighters making 80 casks. Since 1/2 PM. rain pouring down till 8 PM. then it cleared off. pleasant at daylight a heavy surf on the beach. at 8 AM. commenced taking sugar from the lighters; at 10 AM. they all left the ship. Therefore, till it being all Saints day the Capt of the Port wouldnt allow them to work; we took 28 cask however making 108 on board Ends with light variable winds, & rainy weather. Barometer 30.10 Thermometer 80 degrees

Lying at Aguadilla N. W. I.
1860

April 6. Wind SW. cloudy weather, employed stowing hogheads sugar in the lower hold at 4 P.M. heavy rain; at 6 P.M. finished stowing all the sugar, left unstowed; at 7 P.M. clear weather; latter part employed, hoisting fresh water from between decks, & clearing them out to receive freight; Carpenter & Ben Alley employed sanding the Forecastle, lower deck. at 10^{1/2} Am. the Schooner Edith Lameyer of only 20 days from St. Bury Port, anchored abreast of us.

Barometer 30.05 Thermometer 84 degrees;

Saturday April 7th. Continued fine fresh trades & clear weather, it being a holiday we could get no sugar; people employed variously; at 8 Am. unboard the Mainoprail, & boat another at 11 Am. the holiday being over we commenced taking in sugar; at 4^{1/2} Am. the American Schooner Anchored here 16 days from Baltimore.

Barometer 30.18 Thermometer 82 deg

Sunday 8th. Sea acct. Continued brisk trades & fine weather employed hoisting in sugar at 6^{1/2} P.M. all in from the lighters; 110 bds, on board; latter part pleasant, part of the men ashore on liberty at 9^{1/2} Am. a Spanish Bark anchored in the bay from St. Juan with fever & passengers.

Barometer 30.02 Thermometer 82 deg

Monday 9th. Sea acct. Pleasant weather, part of the men on shore on liberty, when the crew aboard Scott the steward & cook & John were drunk at 6^{1/2} Am. stored came aboard & commenced stowing sugar; & so continued till noon, no work done ashore, being a holiday.

Barometer 30.04 Thermometer 83 deg

Laying at Aguadilla Porto Rico. W. I.
1860

Tuesday April 10th Sea Up. Comined brisk winds at 11 AM at 4 PM light winds. Pilot came aboard. hose shot on the Cable made sail, weighed our Anchor & the tide took us down across the fore-foot of a Spanish Bark; her fl. Libborn came through between the Main-rigging & carried away the 2 broad Port side & we went clear of her, without further damage; at 6 PM anchored at Aguada, 3 miles from our former anchorage; to take in a 100 hogheads sugar, but none coming off, at 10 AM dispatched the Pilot with a letter to the Consigne; to know the reason. all hands employed about the rigging.

Barometer 30.02 Thermometer 80 deg

Wednesday 11th Comined brisk gale at North. Ship Laying at Aguada waiting for sugar, no lighter came but were discharging from vessels at Aguadilla, finished the Main rigging repaired the Cotton duck & Top sail without the old hump. about the Cotton; at 6 AM fine weather, smooth sea; at 6 AM arrived taking sugar from the launches; there being but three of them, we had to wait half the time; when if we had six launches, the sugar would all be on by 11 O'clock at noon we had only 72 on board

Barometer 29.98 Thermometer 80 deg

Thursday 12th brisk gale at N.E. at 4 PM finished taking on board the 100 hogheads sugar; & comined heaving in chains; at 6 PM anchored at Aguadilla at 10 AM comined taking in tiers of sugar from Barrels. English Steamer passed by from Jamaica bound for St Thomas;

Barometer 30.08 Thermometer 82 deg

Still at Aguadilla Tortugas

1860.
Friday April 13th fine N.E. trade and clear weather,
employed hoisting in storing away sugar
at 5th Am the Schooner Phoebe of N.Y. is
anchored in the Bay.

Barometer 30.08

Thermometer 82 deg

Saturday 14th fine weather throughout. employed
hoisting in sugar when we can get it. but
have to wait a good part of the time

Barometer 30.08 Thermometer 82 deg

Sunday 15th Sea Account. employed tarring in
sugar when it came. had to wait half the
time; at 6 P.M. finished stowing off the Main
hold, or hatchway. which completed the
cargo; making 420 Bbls, 38. Tierces, 137 Bbls. &
on in dispute; at 8 Am made preparations
for sea. went ashore to sign Bills of lading
settling ships Bills &c. at 10 Am came aboard
hoisted shot, made sail weighed the anchor
& stood out to sea. at 11th got the anchor
stowed, & made all sail.

Barometer 30.14 Thermometer 80 deg

Monday 16th Wind N.E. but trade rough sea. Ship
heading N.N.W. & N.W. by N. at 3 P.M. saw a Schooner
to windward. heading same as ourselves. at
6 P.M. ordered the ship pumped; found she
was making a good deal of water; pumped
every half hour. after 7 O'clock at 6 Am a
brig passed our forefoot steering N.W. by W.
at noon Schooner in sight to windward

Lat Ob 21 35 N

Longitude 68. 24 W

Barometer 30.17

Thermometer 80 deg

Distance sailed 144 miles

Ship Catawba, from Phila. to New York.

1860

Tuesday April 17th. Strong trade & rough sea. Ship heading N by W to N W. at 3 AM. in fore & Mizzen & Main & Lib. at 4 in Main top & trail; sea making a complete breach over the ship, making 500 strokes an hour. at 10 AM more moderate set Main & Mizzen top & trail.

Lat Ob 23 23 N. Long 69 26 W. Barom 30.25 Ther 78 deg

Distance sailed 180 miles

Wednesday 18th. Continued strong trade at E N E with a high sea running. ship labouring very hard middle part more moderate, made sail at 7 AM without the Lib to repair. at 11 AM rehoist and set it.

Lat Ob 26 17 N Longitude 70 45 Ther 75 deg Bar 30.31

Distance sailed 175

Thursday 19th. Wind at E by E. fine weather. company setting up rigging. latter part moderate & very pleasant steering N by W all drawing sail out. a bark in sight to windward steering N W

Lat Ob 28.54 N Long 71 32 W Bar 30.30 Ther 76 deg

Distance sailed 158 miles

Friday 20th. Wind East light breeze and pleasant weather. at 1 PM set Studding sails. Wind E by E at 3 PM a bark passed us steering South. at 5 PM hauled in Studding sails, braced up sharp, heavy head sea. in fore top & trail. at 9 PM set it again at 3 AM out the Royals. at daylight light from N E. at 6 AM a bark passed steering S S W. this forenoon finished fitting up rigging, painted the Gangway & c

Lat Ob 30 25 N Long 72 18 W Bar 30.25 Ther 72 deg

From Porto Rico to New York

1860

Saturday April 21st. a light air from the Eastward at 9 P.M. took a fine breeze at S.W. made all sail at 4 Am wind hauled to S.W. & increased in topt & lower studding sail at 7 Am the sea coming over her in gusts at 10 in fore & miz. toptails. at 11 Am the foretoprail brace planted. & the yard broke square off in the jaws; called all hands in studding sail, toprail, under it, sent it with pieces yard & gear on deck. ship taking on water for Leeward Lat 04 32 14 Long 72 40 Bar 24.58 Ther 74 deg

Sunday 22. Continued strong gales at N.W. with high sea rising. ship laboring heavy. water coming over her fore & aft. employed making a foretoprail yard from a spare Libborn. at 2 Am set Main top & sail. at 11 Am finished rigging the toprail yard & sent it aloft.

Lat 04 34 14 Long 73 18.6 Bar 24.72 Ther 74 deg

Monday 23. Wind N.W. by N. Strong gales and clear weather. Ship heading N by E. at

P.M. finished harding foretoprail, & set it close reefed; close reefed Main & Mizen toprail. Wind N.W. at sunset more moderate at 7 P.M. were ship to N by N. at midnight calm. at 5 Am took a breeze at N.E. at 9 Am wind East. set studding sail. Lat 04 34 38 Long 73 18 Bar 24.90 Thermometer 72 deg

Tuesday 24th. Wind S.E. brisk breeze & fair weather. While at dinner the watch on deck reported a wreck on the port beam. hoisted up & hauled up for it. at 10 P.M. came up with it. it proved to be the hull of a Brig hatches off. full of water. Stripped of every thing water washing over her decks; bore up N.W.

Journal of a Voyage in Ship Jonas.
Coffinsbury N York to Aspinwall. N. E.

Thursday Jan^y 1. 1861. ^{at} lying along side
pier 4; East River. all hands employed
in loading coal from a barge along side
at P.M. finished. Ship drawing 7 feet
water aft and 16 ft inches forward. From
that time till dark employed taking
in provisions, stores, a new boat & coal
a ton of coal for Ships use; getting our
Lib borne, getting up Rigging &c. &c.
at 7th An Steam tug hooked on to
us. & towed us off the Battery, to await
for three more. At 8th An they came
aboard. Steamed away for Sea. wind
S.W. & at times baffling. Laced the
sails to starboard, at 11 An made sail:
at noon. Land took her South dist
3 miles. several Messies passing in &
out.

Wednesday Jan^y 2 Sea Aft. Ship heading
S.E. at 10th 15 min Steam tug left us
not being able to keep his lines taut
at 12th 30 minutes the Pilot left us. Just
on the inner edge of the bar. made
all sail to S.S.E. Ship steering very
bad. Keeps her wheel hard up most
of the time, & flies up in the wind again
then wheel. at 2 P.M. hauled Main Royal
at 2th Pumped ship. Sucked in fifteen
minutes. at 3 P.M. commenced pumping very slow. Lacking
350 strokes an hour. the ship steering badly; coming
to with the wheel hard up. water coming over the
fore cast. at 2 An. set Main Royal. latter part light
winds at 5 P.M. ship heading S.S.E.
Lat 38.28 N. Long 72.40 W. Bar 30.42 An. 30.30 noon 30.20

Ship Jonas Coffin bound for Aspinwall
1861

Thursday January 3.

Continued light winds at
S.W. and haze weather Ship heading
S.E. all working sail set. employed only
out fly. Gibbourn. fitting, rigging &c. at 4 P.M.
calm at 5 P.M. a light breeze at S.E. wore to
S.W. at 6 P.M. wore to E.S.E. at midnight wore
to S.W. thick weather. hauled all the light
sails. at 2 A.M. heavy sea. wind increasing
called all hands and shortened sail to
close reefed fore & main. Double reefed main
top sails. fore sail. 5th Star sail & spinnaker
sea breaking over the ship. same as
though she was a rock. leaking
about 350 strokes per hour. at 4 A.M.
wore ship to E.S.E. & S.E. at 8 A.M. lighter
winds at S.W. at 9 A.M. wind hauled to
N.W. made more sail. went out to
loose the lib, and found it badly
sprung; cut part hard ware. Barom
falling gradually from 29.81. to 29.65 at noon
Lat by acc 37 38 N Long 72. 00 W Bar 10 Am 29.75 noon 29.67

Friday Jan⁴ Wind moderate gale and
heavy rain, high sea; steering S.S.E. at 1 P.M.
Wind backed to S.W. then wore to N.W. still
raining hard; ship leaking too much for
the water to come in through gun cracks;
at 6 P.M. set the Main sail. at 9 P.M. wind N.W. at 1 A.M.
turned the reefs out the 1st & 2nd top sails. set 1st top
galant sail. water coming over the ship same as
though she was a rock. leaking 350 strokes per
hour at 6 A.M. set the Main sail. at 7 P.M. came upon
with & passed a schooner. at 7 A.M. passed a Bark
Bar at 8 P.M. 29.62 at 1 A.M. she began to rise at 8 A.M. 29.92
air 52. water 68. noon 29.92. air 57 1/2. water 67 1/2.
Lat by acc 3 Long

Ship ⁱⁿ ~~general~~ Coffin bound for Aspinwall
1861.

Saturday Jan^y 12th. Wind at N. brisk gale &
cloudy weather. at 1 P.M. it veered to North
at 7 P.M. N. & E. set studdingails. at 8 Am. got
up a new Topmast & 5 lbs studdingail and
set them. wind N. E. fair weather by our
Observations. at noon we find we have
had a powerful current setting East
we have steered S. S. W. throughout the 24
hours & made no shorting
Lat Ob 24 45 N Long 64 04 W Bar 30.18 air 75.

Sunday 13th. Continued moderate winds at
N. E. & a great swell from N. W. at 3 P.M. wind
hauling to E. S. E. in lower studdingail
& set the Sibs. w. & fast light air. at noon
two ships & a bark in sight & steering N. W.
by S. one N. E. our course S. W. by S.
Lat Ob 23 45 N Long 64.44 Bar 30.15 air 85 water 77

Monday 14th. Continued with light winds at S. E.
Steering S. W. by S. at 1 P.M. wind changed to North.
squared the yards & set studdingails. Light air.
at 2 P.M. wind veered to S. E. Ruffling. at 6 P.M.
a light breeze at N. N. E. squared the yards and
set the studdingails. Last 6 hours a fine
N. E. wind & fair weather. steering S. S. W. with
studdingails, aloft & aloft.
Lat Ob 22 15 Longitude 65 56 W air 77 water 77

Tuesday 15th. Continued a fine N. E. wind & fair
weather. all hands employed in ship's duty
at 2 P.M. wind hauling to East. at 4 P.M. heavy
rain. at 7 P.M. squally in mainmast & topmast studdingails
at 10 in 3rd mast studdingail & top gallantails
at midnight ship stowed so bad we were
compelled to take in the Mizen topmast

blowing & raining hard in squalls. High
sea running, coming over the ship fore
& aft. at daylight set top sails,
squally weather throughout.
Lat Ob 19 55 N Long 66 58 W Bar 30.9 m 77 u 78

Wednesday 16th Wind E & E brisk calm rough
sea, and squally weather. Steaming S by E
at 8 PM stood S.W. at 1 AM handed top & trysails,
at daylight saw the Island of Portorico bearing
from N.E. to S.E. distant two miles at 8 AM passed
the small Island de Secheo. bore up S.W.
by W. all sail set. at noon Mona Island
bore S.W. by W. dist. two miles
Lat by Ob 18 34 N Long by mean of three sets 67.46
by three sets of observations we find the true 4 miles
too far West. Long by land 67 37 Lon 67 38 10
Bar 30.11 Air 83 Water 80

Thursday 17th Continued brisk trades at S.E.
Steaming W by S. to passed between Mona
Isld, & a small Isld off the west side of it,
which we accomplished at 2 PM, and
bore up S.W. by W. on the S.W. end of the Isld,
a long low point makes out, off which the
the breakers extend some distance; we saw
three fish boats in the bay; one of them
under sail. middle part squally with
2 hours calm; we then took the trades at
P.N.E. at daylight two sail in sight, one
a Schooner, steering same as ourselves,
as she was astern of us, we infer we passed
her during the night. at 11 AM saw a
brig steering N.W. at noon the schooner
was out of sight from top the foremast.
Lat Ob 17 13 N Long 69 58 W Bar 30.10
Therm 81 1/2 Water 84 1/2

Bound for Clapinsall Jan 1861
Friday 18th All these 24 hours fine fresh
trade and equally during the night. The
ship steering very bad, making our distance
one third longer than it would be if the
ship could be kept her course.
This day scraped & painted the cabin floor.
Lat Ob 16.12 N Long 72 27 Bar 30.10

Saturday 19th Dist sailed 160 miles
First middle part fine fresh
trade, and a rough sea following. Steering
S.W. with all braving sail set. Latter part
more moderate, clear weather. Dist sailed
Lat Ob 14 20 N Long 78 04 Bar 30.00 Air 81 miles

Sunday 20th Dist sailed 192 miles
All these 24 hours fresh trade
at S & N.E. and a high sea following, and
coming over the ship from the taffrail to
the foreward part the fore rising. The ship
going from N by N. to S.W. The only dry
part the deck is forward of the foremast.
Lat Ob 12 36 N Long 77 42 Bar 29.90 Air 81 water 80

Monday 21st Dist sailed 192 miles
Continued fresh trade and rough
sea coming over the rails fore & aft. and
sometimes on top of the house. At 3 PM
passed a Brig heading N.N.W. on a wind
under a reefed mainsail and double
reefed foremast. Latter part moderate and
breezy. Saw boobies, trees, and a good deal
of gulf weed. Bar 29.94 Air 81 water 80.

Tuesday 22nd Lat Ob 10.25 Long 79 32 Bar 29.82 water 80.

Wednesday 23rd Wind N & N.E. light trade high
sea. Steering South, all sail set. At 3 PM passed a
Brig heading E.N.E. on a wind. At 5 PM got mast
up, at sunset saw no land. At 8 PM light
wind and an ugly swell rising. Took

in the studding sails hauled up the
courses. Thro' the ship to the wind heading
to the Eastward with the Main and aback
at 12 Am bore up South at 2^h hauled to, to
N. N. E. at 4 Am bore up S. S. E. at
daylight made all sail, at 8^h Am saw
the land ahead, & on the Port bow.
rest fair light winds & fair weather
steering S by E. during the night we
must have experienced a very strong
current setting to the North, and the
rough sea, it appeared I ever experienced
water spouting in both sides of the Ship
Lat 08 43 30 Long 79.10 Bar 29.95 Air 84 water 82

Wednesday 23^d borend light winds at 8 Am
Ship heading N. N. E. by N. all day
at 9 PM not being able to make the
Laysan Islands tacked to S. S. E. at 11 PM
retacked to N. N. E. at 2 Am bore up N. N. E.
for Apimale. tide, or current running 2^h
N. N. E. at noon. the shipping dist
about eight miles. bearing S. by S.
Lat 08 43 31 S Long 79.10 Bar 29.95

Thursday 24th borend light winds at
N. N. E. pleasant weather. Steering in for
Apimale. at 2 PM came to anchor in
7 fathoms water. with our best lower
in company with ships, boats, brigs, schooners
& a store ship. went ashore
& notified the Agt of our being ready to
discharge. at daylight sent a line to the warping boat
& commenced heaving ahead, previous to tacking our
Anchor I asked the Capt of ship L B Hitchfield to drop
astern, but he would not. the consequence was his
Anchor took under our Main channels and
ripped them up. at 11 Am got the ship to her

beach alongside the wharf with fifty
lathorn chain attached to the big anchor
laid to the N.W. rest part employed
getting out moorings to hold the ship
we being on the North, or weather side
of the wharf a good deal of swell. heavy
wind so we are obliged to have taut on
our chain, and quite mooring line
to keep her steady, & clear of the wharf
Thurs 29 90 Thermometer 84 deg

Tuesday 28th sea he introduced itself with
a hard shower of rain. at 5 PM finished
mooring ship during the first part of
the night the wind blew fresh from the
Eastward, and a good deal of swell bore
in. at 6 AM the Sturdore and his gang
commenced hoisting out coal from Main-
hatchway, at 10 AM another gang commenced
on the after hatchway. the buoy on the
point bore from the Cay S. 112 E. N.
Barometer 29 90 Thermometer 84th

Saturday 28th broke trade shot weather employed
discharging coal from fore & main hatchway
crew employed in ships duty. during the night
the swell & swell set in, & the ship parted the
fasts, aft. got out a hawser & secured her.
called at 9 AM on the Foreman of the Workshop
& got him to make a new Main channel the
starboard side where it was ripped up by
the Scho & B Litchfield. Mr. Parker, the Sup^r & Mr. Gundy
consented to let them do it. rest part employed
drifting out the bolts and wedging off
the channels

Barometer 29 92 air 84

Lying at Aspinwall N. Canada
1861

Sunday 27th Sea up. Commenced fish trade and
discharging coal, employed discharging coal
from both hatchways. at 2¹/₂ P.M. got the
Main channel off, and carried it off to the
Canthopi at about 10⁰⁰ off to Nancho.
better part fish trade. at 11 A.M. clear weather
Barometer 30.00 Thermometer 84 deg

Monday 28th Commenced moderate trade & fair
weather, middle part heavy rain & hard
squalls. at 5 A.M. called all hands and
commenced hauling in to the wharves. last
5 hours employed discharging coal
Bar 29.98 Thermometer 84 deg

Tuesday 29th All the 24 hours fresh
trade and fair weather, a great swell
heaving in. Succeeded this going employed
discharging coal; the Mates & Ships company
at work upon the murrings to keep
them from chafing.
Barometer 29.90 Thermometer 84 deg

Wednesday July 30th Sea up. Commenced fresh
trade & clear weather, all hands employed
as usual. this day being the day for the
Steamer, every one is anxiously looking
for her. but at 5 P.M. she was not in
sight from the lighthouse 81 feet above the
level of the sea; at 6 A.M. the Steamer North Star
came in with 150 passengers; at 7 A.M. the Boat
left, out fresh fish trade and clear weather
employed discharging coal from both
hatches. putting on Main channel setting
up rigging &c &c
Barometer 29.92 Thermometer 82 deg

Lying at Annapolis Sunday Feb 1861

1861
Thursday Jan 31. All these 24 hours strong
N.E. trade wind clear weather. men
discharging coal from both hatchways
at 3 P.M. finished the Main channel
took up the Main rigging at 6 Am
the Sch J. Johnson went to sea
at 8 Am Sch Jane Barker of and 24 days
from Philadelphia came in with
coal for U. S. Government.

Baromet 29.92 Air 83 Water 82 deg

Friday February 1. Ship trader throughout
discharging coal at both hatchways.

people employed fitting the rigging and
attending the sails. at 7 P.M. started
the stern hauler put out a chain
at 8 Am come up the main line to let
the Brig John Scott of Government S. S. in
P.M. at 5 P.M. 29.88 10 Am 29.92, noon 29.88. Ther 83 deg

Sat 2. Continued fresh trade. Employed as
usual. at 11 P.M. the Brigs Scia of New York
came to anchor 31 days from Baltimore with
40 tons coal. at 5 P.M. at 6 P.M. the Brig Adela
of N York came to anchor with
at daylight calms at 9 Am a light breeze at
11 P.M. continued

Baromet 29.94 Thermomet 83 deg

Sunday 3. first part light variable winds
& very warm weather employed till 6 P.M.
discharging coal. latter part one watch
up on Liberty.

Baromet 29.92 Ther 86 deg

this day is Sunday but there is nothing to remind
us of it where there being no place of worship

Still lying at Apinowall N. Canada

1861

Monday February 4th commenced fresh trades and
clear weather at 6 P.M. the Brigantine Sorrent
7 days from New York anchored. & Brigantine
Village Belle middle part
it blew fresh from the East. parted the chain
the ship went bow on to the wharf and
split broke the fore channels, tore the iron
pipe out from the stern. starting two plank
with it. called all hands. and put out
the harrow, & another chain. last 5 hours
discharging coal, taking in ballast, taking
up rigging
Barometer 29.92 Thermometer 83 deg

Tuesday 5th commenced strong trades. clear
weather, at 12th Meridian, the train of cars with
the California passengers arrived. at 2 P.M.
the Steamer North Star. Capt. Loce left
for New York, with 180 passengers.
at 5 P.M. two schooners came in, one from
Parrisia the other from Portobello. at 7 A.M.
the Brigantines Conway, & Lucretia left
en for N York, the other for Cuba
at 11 A.M. the Bark Wentworth arrived 12 days from N York
Barometer 29.98 Thermometer 84 deg

Wednesday 6th commenced strong trades and
clear weather, employed discharging coal
& taking in ballast. stowing water and
provision in the lower hold. at 6 P.M.
finished taking out the coal, having been
ten working days. taking out 583^{3/4} tons
at daylight left the wharf & were off to our anchor
at 9 A.M. the

rest part employed setting up rigging
taking in ballast &c. Bar 82th Thermometer 83 deg

Ship Gasas Coffin at Aspinwall N.S.
1861

Thursday February 7th Borneo'd brisk trade
from North. pleasant weather. at 12th noon
the Brigantine Sumatra of Hancock 56 days
from London arrived. had with freight for the
Royal Mail steam ship. at 7 P.M. one
of the Royal Mail steam ships from St
Thomas arrived. latter part employed
carpentering, caulking, taking in ballast
& 24 tons fresh water.

Barometer 29.95 Thermometer 85 deg

Friday 8th Wind N.E. & brisk trade west
clear weather at 3 P.M. finished Taping
in our ballast, 85 tons @ \$2.00 per ton is \$170.00
at 6 am the N.W.C. Steamer left for St Thomas
with a full freight of Indigo. Orchilla wood
bales, specie &c. took on board the balance
of fresh water making 840 Gallons @ 2 p Gal \$16.80
rest part employed in ships duty.

Barometer 29.94 Thermometer 83 deg

Saturday 9th Borneo'd brisk winds at North
middle part squally at N.N.W. latter part
clear weather. all hands employed in ships
duty, wharfage bill for 100 days at 35 p day 36.75
light dues \$7.00.

Barometer 30.00 Thermometer 81 deg

Sunday 10 fresh winds at North cloudy weather all
hands employed fitting and getting the ship
ready for sea at dark. about ready
during the night very squally with rain.
no Steamer in sight but although
she was due yesterday.

Barometer 29.95 Thermometer 84 deg

1864

Monday February 11th. Corruzed strong winds from the North; hazy weather at 4 P.M. the Steamer Ariel arrived at the wharf. 9 days & four hours from New York got letters from home, but none from the Council. came aboard wrote a letter to the agt. and my family, enclosing bills of lading in two letters to go by different steamers, took all the letters & home, deposited them & returned aboard, after 2 hours work we ~~left~~ off from the bar, and commenced beating to windward, under all sail. Stowed the masts, unhooked the chains, and put them in the lower hold. Lat 06 42 N Long 79 54 W
Barometer 29 95 Ther 81 deg

Tuesday 12. Wind N. E. & S. E. moderate, all morning sail set beating to windward, took in the quarter boat and stowed her articles. At 8 P.M. tacked to the N. W. 4 to the East at 8 to 11 at midnight to East, under all sail. at 6 Am point Morrisville bore S.W. dist 12 miles. at 7¹/₂ Am tacked to N.W. Lat 06 10 07 N Long 79. 28 W Bar 30.00 Ther 83 deg

Wednesday 13th. Ther 24 hours has been very baffling winds from North to N.E. middle part equally. at 6 Am set the Main-Boyal standing on different tacks to get North, without going too far west. the current appears to run Nighly to the Eastward

Lat 06 10 58 N Longitude 79 40 W
Barometer 30 00 Thermometer 81 deg

Ship ^{us} Jonas Coffin bound to Mobile Ala

1861

Thursday Feb 14th Commenced light wind at N-E & pleasant weather Ship heading N-N-E by N. at 8 P.M. very light. at 2 Am. took a back tacked to N-E. at 7 Am. tacked to N-N-E by N. Current set S-E. Lat 31.33 & Long 81.30 W Bar 30.0 & Thermometer 88°

Friday 15th Wind N-E. heading N-N-E. at 6 P.M. wind N-E. headed N-N-E at 4 Am. tacked to N-E wind North latter part & weather by our observations we have experienced a strong current setting S-N.

Lat 31.12 & Long 80.45 Bar 30.0 & Therm 80 deg

Saturday 16th Light N-E winds & pleasant weather Ship heading N-N-E all drawing sail at 8 Am. saw the land, old Providence & Catalina bay. at 4 Am. tacked to S-E. at 6 Am. tacked to North. at 10 to S-E. at noon to North. saw several houses where boats off a fishing. Current setting N-N-E

Lat 31.13 & Long 80.46 W Bar 29.9 & Therm 81 deg

Sunday 17th Commenced light winds at N-E & a strong current setting S-N. at 2 P.M. being fairly with the land tacked ship off shore. at 8 P.M. lost sight of the land. bearing N-N-E by N. middle & latter part brisk gales. heading from E to E-S-E. all drawing sail & at 1 P.M. Lat 31.12 & Long 79.28 W Bar 30.0 & Therm 81 deg

Monday 18th Wind N-E brisk gales & pleasant weather ship heading E-E by S. all drawing sail set. at 6 Am. tacked to N-N-E by N. fresh trades put a fore-and-aft gun on the fore Lib Horn

Lat 31.00 & Long 78.28. Bar 30.00 & Therm 80 deg

Bound for Mobile Alabama

1861

Tuesday Feb 19. Wind N + N E. brisk gales and pleasant weather. at 4 P.M. tacked to E. S. at 8 P.M. to N. N. W. rest part fine fresh gales at N E & E. N. E. Ship heading N by N + N. N. W.
Lat Feb 13 44 N Long 79 50 Bar 30.0 then 80 deg

Wednesday 20th Breeze fine fresh trade at N E by E. at 1 P.M. bore up N by N. to go to westward of Savana bank. at 5 P.M. doubled the point and to the cap. & hauled up N. N. W. at 8 A.M. set fore topmast standing sail. rest part very pleasant employed scraping the decks
Lat Feb 16. 44 N Long 81. 26 W Bar 30.0 then Bar 31 deg
Distance sailed 216 miles

Thursday 21st all these 24 hours moderate trades, smooth sea, & pleasant weather. Steaming N. N. W. with all drawing sail set. dist Sailed 190 miles
Lat Feb 19 26 N Long 82 35 W Bar 30.0 then 81 deg

Friday 22. Wind N E. E. pleasant weather Steaming N. by N. all morning sail set middle part equally in Rye. By 10 A.M. & Sunday sail. at midnight started N. W. saw vivid lightning in the west. at 8 A.M. saw the land. same time saw the breakers. Cape Corrientes, South side of Cuba. bore up we saw a vessel ashore. inside the Cape. at 9 A.M. started West. at 11 A.M. hauled up to the Northward. at noon the light house on Cape St Anthony bore E by S. dist four miles. saw several patches of discoloured water to the N. N. E. by our Observations & by the land we have had, a strong current setting to the East
Lat Feb 21 52 N Long 85. 12 W Bar 30.12 too
Dist sailed 200 miles.

Ship Texas Coffin bound to Mobile
1861

Saturday Feb 23. Commenced fresh breeze from S E
with pleasant weather. Steaming N by W with all
drawing sail set at 1 PM saw a vessel at anchor
inside the reef at 2 passed a ship steaming N by E
at 3 PM. passed a boat headed to the Eastward
at 6 very thick ahead and fired lightning
at 7 PM hauled the light sails, first time since
leaving Liverpool. at 9 PM double reefed
the topsails. wind East. middle part very
heavy head sea. at 4 AM wind backed to
S E & moderated, made all sail. at 11 AM
passed a schooner under short sail
heading to the Eastward. ~~Water 71 deg~~

Lat Feb 25. 20 N Longitude 85. 10 W Bar 30.5 Water 70 deg
Distance sailed 208 miles

Sunday 24th. Wind S S E. light with very
pleasant weather. Steaming N by W with all drawing
sail set at daylight saw a ship steaming
N by W at 8 AM heard thunder in the N W
at 9 AM came up black, at 10 AM in Royal
H S. Hauling sail, & top & sails. at 11 AM the
squall struck from N W. mostly rain. at 11
it struck from North. which put us to close
reef. Lik & fine weather. heading S S E.

Lat Feb 26. 36 N Long 85. 36 W Bar 30.5 Water 76. air 69

Monday 25th. Sea Up. Wind North brisk gale. fair
weather ship heading E S E. under short sail
a ship in sight bearing S by E. carrying a press of
sail but does not give on us any. at 1 PM lightning
in the S S E. Ship heading E S E. at 4 PM more moderate
turned the reefs out the topsails. ship heading N E E S
middle part strong gale. at midnight double
reefed the topsails, & more ship to N W by N. at 1 AM
the breeze began to moderate, made sail accordingly.
Lat Feb 27 50 N Long 84. 50 W Bar 30.23 Water 71 deg

Tuesday February 26.

1861

Commenced fine fresh winds at
E. & clear weather. Steaming N. W. all
morning set. at 11th P.M. started N. W. by N. at daylight
wind S. E. hazy weather at 9 A.M. saw the
land bearing from N. W. to E. N. E. saw Ponta-
cola light-house bearing N. E. West by Estima-
tion 12 miles. at 10th A.M. bore up N. W. by W. dist
from the beach 5 miles; at 11 A.M. hauled
up 300 lbs of N. W. sounded in 14 fms 7 then 8 & 10 then 8 fms
fine white & grey sand. bottom very uneven
Ends hazy weather. no observation.
Lat by Act 30. 10 N. Long 87. 38. Bar 30.00 Air 66 Water 62 deg

Wednesday 27th Sea acct. commenced brisk gale
at S. E. hazy weather steering N. W. by N. at
2 P.M. took a Pilot from boat No 3. I. Channing
Stood N. by E. til he saw the light
raining very hard & blowing strong at
4 P.M. came to anchor in the lower
Bay, in 3 fathoms water with the sheet anchor
& paid out 60 fathoms chain raining very
hard. at 4th P.M. the Steamer Hatches came
alongside and I went to town, arrived
there at 8th P.M. called at J. C. O'Brien's
office and found letters from home giving
the joyful tidings my family were all well

Monday March 4th Sea acct. wind S. W. - hazy
weather. at 3 P.M. embarked on Steamer
Wattie for the lower Bay to go to my ship.
at 8th P.M. called alongside of Ship Capt
Enham. then went to different ships that
were on board of them. and finally made
fast to Ship John Gungah. Capt. Carver
at 1 A.M. wind shifted to North with rain
at 7 A.M. got on board the James Coffin in an
other ship's boat, ends rain weather.
Bar 30.00 Thermometer 54 degrees

At Mobile Bay bound for Havre
1861

March 21 Sea up. Thursday at 8 P.M. got my
accounts settled up, went on board the
Steamer boat to join the ship at 14 will
get on board at daylight but a signal
for a Pilot at 6 AM Samuel Smiley came
aboard. at 9 AM took our anchor and
made sail for sea wind North at
11 AM the Pilot left us. outside the
bar stowed S by S. set studding sails
Lat at noon 30 14 Long 87 58 W. Bar 30 20 W. Jan 63 by

Friday 22 commenced light winds at noon
pleasant weather. Steering S by S. all
drawing sail set. employed beating
out the run to get an old sail to cover
the cotton on deck. stowed the anchorage
& coiled the chains below. at 3 P.M. calmer
at 4 AM took the wind at South. headed
W.S.W. took the quarter boat in on deck.
Middle part baffling wind from South & calmer
at intervals. Ship heading E.S.E. & E by N at
2 AM wore ship to S.S.W. latter part wind
from S.E. to S.S.E. current setting strong to the
Lat Ob 29. 13 N Long 88. 12 W. Bar 30. 10 Therm 68 by

Saturday 23 commenced moderate winds at
S.S.E. fair weather. Ship heading S.W. at
12 AM tacked to the Eastward. at 3 PM
a Schooner passed us steering West.
at 8 PM tacked to S.W. at 2 AM. sharp lightning in the
west tacked to the Eastward. at 4 AM the squall
struck. with wind train. ship much doubled
reefed topsails. stowed S by S. at 7 AM cleared
off made all sail. wind South. Ship heading
E.S.E. at 11 AM a Brigantine passed us steering West.
then 24 hours strong current setting S by W
Lat 24 18 N Long 87 21 W. Air 70. Water 71 by

Ship Jonas Coffin Bound for Harre. France
1861

Sunday March 24. Boreas light wind at
S.E. pleasant weather. Ship heading S.W.
at 2 P.M. lightening in the N.W. & coming
up black in Royal. Topped sails by the
Main sail. at 3 P.M. the equal struck
from N.W. with heavy rain. Steered S.E.
at 5 P.M. the wind worked round to S.E. and
cleared off. made all sail.

Middle part calm. at 2 A.M.
took a breeze at N.W. steered S.E. by S.
& set studding sails. at noon wind E.S.E.
this forenoon passed several sail steering
N.W. at 11¹/₄ passed the Equator of S.W. & S.
Lat Ob 28. 01 N Long 86 58 W. Ther 30th air 10 water 6th

Monday 25. Wind E.S.E. moderate. pleasant
weather. steering S.E. by S. with all drawing sail
set. at 5 P.M. hauled in the Studding sails and
haed up the top. steered S.E. at midnight
wind E.S.E. went past heading S. & S.W.
Lat Ob 26 14 N Long 86 31 W Air 73 Water 74 deg

Tuesday 26. Wind E.S.E. light gale. pleasant
weather. were employed cutting the horse
& the yawl boat. at 5 P.M. hauled the
Main Royal. at 6 in the Lib. at 4 steered
by Lib. at 7 Am exchanged colours with
an American frigate. steering West. latter
part employed painting the boats
by gun observations we have had a current to N.
Lat Ob 24 16 N Long 86 58 W Bar 30.09 air 76 water 74

Wednesday 27. Throughout there 24 hours light buffing
winds & variable weather depending on different causes
to get to the Eastward.

Lat Ob 23 52 N Long 86 40 Bar 30.09 air 75 water 74

Ship Jonas Coffin bound for Brown, France
1867.

Thursday March 28. Commenced light baffling
winds. Breezy weather. Heading S.E. at
2 P.M. took a breeze at E.S.E. wore ship
to N.E. Saw a small steering N.W. at 7 P.M.
a light breeze at N.E. & stood E. at 9 P.M. light w.
at N.E. Last 6 hours a fair breeze at E.S.E. ship
heading S.E. passed two ships heading
to the North. at noon tacked to N.E.
Lat 23 33 Long 85 42. Air 79. Water 79 1/2 deg

Friday 29th Wind East. light trade & clear
weather Ship heading N.E. all drawing
sail set. at 2 P.M. passed a ship heading
S.E. at 3 P.M. tacked to S.E. at 7 Am tacked
to N.E. at 11 Am a small breeze passed ahead
of us heading to South. at noon ship
tacked to N.E. Air 30 clear

Lat 24 18 N Long 84 30 W Air 79 Water 79 1/2

Saturday 30th Wind E.S.E. pleasant & warm
Ship heading N.E. all drawing sail
set. at 4 P.M. tacked to S.E. 3 sail in sight
heading the same. at 6 P.M. took in fore sail
at 7 Am. tacked to N.E. at noon tacked to
S.E.

Lat 23.34 N Long 83 28 W Air 79. Water 78 deg

Sunday 31st Wind East moderate breeze
& pleasant weather Ship heading S.E.
all drawing sail set. at 5 P.M. saw the
land ahead. at 9 P.M. being handy in tacked off
at 10, tacked in again being anxious to get the land
breeze. at 11 close in hand the breeze & tacked off
but got no land breeze at 5 Am saw the North
Carth. light house. & a great many sail of
all descriptions. all but 2 beating to windward
Lat 23.26 N Long 82 30 W Bar 29.10 Air 80 Water 79 1/2 deg

Bowd for Haere, France.

1861

Monday April 1st Borneed light winds
at E. N. E. pleasant weather a great many
vessels. & the land in sight the Mer. E. with
flight bearing S. E. dist 20 miles. at 12 noon
tacked in shore heading S. E. at 5 P. M. tacked
off at 8 tacked in. 12 off 4 in 6 Am tacked off land dist
16 miles. several sail in sight. the day without
the old fore & main top & sail. about new ones
Lat 23 50 N Long 81 40 W Bar 30.14 H. Air 78 Water 79 deg

Tuesday 2 Wind E. N. E. pleasant weather ship
heading to the North all drawing sail at
3 sail in sight. at 5 P. M. tacked to S. E. Horns
by light bearing S. E. dist 8 miles. made the point
strong to wind. took in top & sail. at 2 P. M.
saw double headed shot crew light at 3 1/2
P. M. tacked to the North. at daylight
7 sail in sight at 11 Am moderated made
all sail at 11. Am saw two crews
Lat 24 53 N Long 80 16 W Bar 30.16 Air 76 Water 78

Wednesday 3 Borneed moderate trades
at E. N. E. ship heading North. at 1 P. M.
tacked ship to S. E. & S. E. by E. Carps foot light
bearing N. by W dist 14 miles. several sail in
sight beating out. at 8 P. M. tacked ship headed
N. W. all sail set. at 4 P. M. wind East set the
studding sails. at daylight 2 Barks in sight
heading North. with part light winds at
E. N. E. set up topmast & top & backstays.
by our Observations at noon we have had
a strong current setting N. W.
Lat 27 14 N Long 79 34 W Air 76 Water 79 deg

Bound for Havre in France

1861

Thursday April 4th Wind E. S. E. light and pleasant weather, ship heading North close hauled. at 7 P.M. S. by E. at 2 Am salar at daylight 3 sail in sight. at 7 Am took a light breeze at North headed E. S. E. & E. till 11 Am. then E. S. E. to S. E. by W. at 11¹/₂ Am it came up thick with thunder, in vocal. & to full sail
Lat by Apr 29, 00 Long 79 20 W Bar 30.5 Air 70 Water 70

Friday 5th Wind E. S. E. fresh breeze, & squally at 1 P.M. were ship, headed North. at 2 P.M. double reefed the topsails, ship on her broadside, & an ugly sea from S. E. at 5 P.M. wind & sea increasing, in Mainmast & Lib. at 11 P.M. began to moderate set the Lib. at 11 Am. went on deck set the Mainmast, Spanker, & turned a reef out the topsails at 6 Am made all sail ship heading N. E. by N at 11 Am thick drizzle weather no Sun by the weakness of the water we have been in the gulf stream throughout the 24 hours although the ship has made but very little Easting, we have seen a good deal of ground
Lat by Acc. 31 25 Long 79 00 W Bar 30.14 Air 68 Water 70

Saturday 6th Wind E. S. E. brisk breeze, thick rain, together ship heading S. E. at 2 P.M. the wind hauled to S. E. & ceased raining, at 4 were ship to S. E. blowing strong ship on her broadside with topsails furl'd. a bark in sight heading same as ours at 6 P.M. were ship to S. E. at midnight were to S. E. at 5 Am were to S. E. Wind very buffing from S. E. to E. S. E. at noon 5 sail in sight
Lat by Acc. 32 25 Long 79 38 W Bar 30.10 Air 66 Water 70

Ship *General Coffin* bound for *Haarlem*.

1866

Sunday April 7th Wind baffling from E to ESE heading to the North. at 4 P.M. tacked to SE. at 8 P.M. the wind blew hard in gusts double reefed the topsails. at 5 A.M. wind veered to SE bore ship to N.E. by E. turned the reefs out the topsails at 7 A.M. set Main-topgall sail. rest part squally weather. & a high confused sea from E to E. three days past we have seen quantities of gulphweed
Lat by Ap 33.08 Long 76 20 N. Air 66. Water 77 deg

Monday 8th Wind SE and veer unsteadily blowing hard in gusts. then again moderate with a high swell. meeting us in the fore two sail in sight heading same as ourselves at 7 P.M. single reefed fore topsail. & close reefed the Mizzen. during the night the wind has had a rotary motion. blowing hard in gusts Ship heading N.E. by E. and E.N.E. at 8 A.M. double reefed fore & Main topsails. at daylight this morning the air was 65 water 79. at noon air 65 water 68 showing cond. which we had crossed the gulph stream & were outside of it, although our observation place is directly in the center of it. the long continued Easterly winds having blown it in shore. Lat 34 51. Long 73 54. Air 65 water 68 deg

at 7 P.M. the sea water increased to 76 deg.

Tuesday 9th Wind SE. Strong gale & cloudy weather. Ship under double reef. Courses & storm sails heading N.E. by E. & E.N.E. a Bark in sight heading same as ourselves. Saw a large sperm whale. hauled up the Mainsail, secured up the reefs, & set it again. at 4 P.M. in lit. at 7 close reefed the topsails, at 8 in Mainsail at 2 A.M. in fore & main topsails, at daylight saw a Bark under close reefed Mainsail & storm sails close up & passed her at 4 A.M. took in the foresail. blowing heavy in squalls
Lat by Ap 36 11 Long 72 46 N. Bar 29.80 Air 65. Water 68 deg

Ship James Coffin bound for Havre in France
1861

Wednesday April 11th. Commenced with hard gale
at S.E. which rain weather, Ship hinged too
under close reefed Main Topsail, & storm
sails. Heading from S.E. to E.N.E. at 3 P.M. the
wind blew violently in squalls. Barometer falling
gradually, at 3 Am Barometer 29.4 blowing and
raining violently at 4 Am it began to rain
a little still blowing raining the Cabin leaking
in every part, wet all my charts, at 6 P.M.
the sea water fell to 60 deg. at 6 Am to 55. at
11 Am to 50 deg. pounded. no bottom writings found
Lat 63 37.30 N Long 71 48 W. Air 60 Water 50. Bar 29.70

Thursday 12th. Wind E.S.E. fresh gale, high sea
wild squally looking weather. at 3 P.M. the
wind blew terrific in squalls at 4 P.M. it began
to moderate. Rain falling very copiously. at
8 P.M. calm. at 9th took the wind at S.E. light
ning all round. at midnight the clouds
broke & cleared off. wore ship to E.S.E. made
sail. at 8 Am. double reefed the topsails.
blowing hard at S.E. with high sea. saw a
plank, & large quantities of gulf weed.
Lat 63 37.15 N Long 71 30.15 W Bar 29.90 Air 62. Water 67

Friday 12th. Wind N.E. fresh gale & weather ship
heading E.S.E. under double reefed topsails
courses, & storm sails at 3 P.M. let one reef out
the topsails. at 5 P.M. saw two sail ahead. one
heading same as ourselves. at 6 P.M. a ship passed
us steering N.W. at 4 P.M. the wind backed to
E.S.E. tacked to N.E. at 5 Am. turned the reefs
out the fore & main topsail, & set Main Top-
sail & main trail. rest part the wind has been from
S.E. to E by S. & very fair. saw large quantities of
gulf weed. at 8 Am the sea water was 76. noon 72
Lat 63 38.19 N Long 64.31 W Bar 30.17 Air 54.

Bound for Havre, France.

1861
Saturday April 13th. Commenced with winds from S by E. to E S E. & very baffling, moderate for a few minutes, then it would come in heavy gusts, the same as it does off of Mountains, throwing the ship on her broad-side. & stopping her way through the water. at 10 P.M. called all hands, & double reefed the topsails. Ship heading S by E. at 8 Am wind S S E. let one reef out out the topsails & set Main topsail. At 11 Am. wind increasing in Main topsail. Barometer at 30.14 at 11 double reefed the topsails. blowing hard from the South. there at 4 p.m. we have had a cement to the bottom. Lat 39.25 N Long 67.30 W. Bar 30.10 Air 65 Water 64 deg

Sunday 14th. Wind South hard gale & increasing sea rising. Steaming East. at 1 P.M. in Lib. Main top & Mizzen topsail. Barometer standing at 30.14 for fine weather. at 3 the clouds & mist cleared a little & we saw two ships to S by W heading same as ourselves. one a large double topsail ship at 8 Am hard gale & heavy sea hauled the fore topsail. one of the ships hove to at 10 Am blowing obliquely heavy from the South & an ugly sea running took in the fore sail & hove the ship to, under close reefed Main top & fore stay sail. rest part thick rainy weather. Lat by acct. 40.18 N Long 63.25 W. Bar 29.70. Air 65. W 66. N 65.

Monday 15th. Wind S W. blowing a gale. thick rainy weather. at 1 P.M. the wind abated, sea subsided & the clouds breaking, commenced making sail, steered East one ship in sight, steering the same. at 8 P.M. all sail set. at 9 P.M. calmer & continued throughout the night. at daylight fine weather. at 8 Am a light air from S S E. with occasional showers. at 10 Am a breeze at South & heavy swell. Lat by acct. 41.48 N Long 62.25 W. Bar 29.87 W 63. W 64. S 65. N 66. Air 60 Water 56

Ship Fenat Coffin, bound for Shore.

1861

Tuesday April 16. Commenced a light breeze at 5 am. & a great swell. Steering E by S. one ship in company steering the same. at 1 P.M. wind veered to W S W out studding sail & Main Royal. at 6 P.M. calms & a light breeze at WNW at 9 P.M. wind S S W. at 3 am a large ship passed us steering on a wind to the Westward. hailed him but got no answer at 6 1/2 am filled a large cask with salt water. & lashed them forward the windlass. Starboard bow found it improved the ships sailing. by our neighbours in company with us.

Lat 41 01 N Long 60.00 W. Air 64. Water 60. 4 P.M. an 800 88

Friday 17. Wind S S W brisk gale, smooth sea, fair weather. Steering E by S. all drawing sail set. one ship in company steering the same as ourselves at 2 P.M. hauled in the Topstudding sail. it 5 in the Aft. leaving our neighbour astern very fast at 7 P.M. in Topmast studding sail. at 4 Am more moderate made all sail. at 6 Am saw a sail to windward heading to the Westward. Saw birds & rock weed & every indication of soundings. Air at 7 Am 52. water 45. reef part of the gale, & hazy weather. Wind S S W. Lat 41.40 N Long 55 41 W. Air 50. Water 46. Bar 30.00

Distance sailed 194 miles

Thursday 18 Wind S S W brisk gale, & hazy weather. Steering E by S. with all drawing sail set. at 5 P.M. passed a ship on the opposite tack. at 3 Am passed another. at 11 P.M. took in the Aft & Top Mast studding sail. at 4 Am the fore bolt broke on the 1st Top Mast yard. that the top bolts to & let the yard down. chud up the sail & furlled it away thick weather. at 7 Am saw a large double topsail ship close to us, heading some to ourselves. at 7 1/2 Am & studding sail. Lat 42 31 N Long 50.50 W Bar 29.86. Air 50. Water 43 deg.

at 4 P.M. 57. water 44.

Distance sailed 228 miles air 57 Am 51. Water 44

Ship *Zenas* Coffin bound for *Chace*.

1861

Friday April 19th Wind S.W. fresh breeze & hazy weather. Steering E by S. with all the sail the ship will bear. The gaskets so bad we can't carry our *Spanker*, nor *Main Spencer*. at 4 P.M. discovered our *Foretopmast* was badly sprung. in sail to double reefed *foretopail* & let forward, down *foretop* & yard, & riged in *fly* & *let down* at 8 P.M. thick rainy weather. Blowing hard in squalls. reduced sail. accordingly at midnight the wind veered to *Northward* & ahead off. made sail. at daylight three sail in sight. at 6 A.M. commenced lowering down *Foretop*. *Galantmast*. at 8 A.M. the British Ship *May* *Burda* passed us. rest part light winds at 4400 & pleasant weather. employed all hands getting the *Foretopmast* on deck. Saturday we saw a great many divers, & various other birds at 4 P.M. a down fog ship going *westward* by log *Bay* 29.76. Air 58 water 35.4. at 6 P.M. Air 54 water 41 deg. Lat at noon 43 15. N. Long 47.29 W. Air 50. water 42. Wind 9 96. air at 6 A.M. 42. water 37. Distance sailed 100 miles.

Saturday 20th Wind West. a moderate breeze & pleasant weather steering E by S. with all drawing sail set on *Main* & *mizzen* masts. all hands employed in lowering down *Foretopmast* & getting an other ready to go up. after brasting the *bon straps*, on two top blocks. we put on the first tackle & strapped the top block with rope. we succeeded in getting the mast aloft at 7 P.M. & set *foretopail* & *fly*. at 6 A.M. commenced on *Foretop* & *let down* at 10 A.M. got it aloft & set up the rigging. at noon got the yard aloft. at 7 A.M. hailed the Ship *William* Lord Jr. of Boston steering W by N. 2 other sail in sight at 4 P.M. air 52.4 water 44. at 6 P.M. air 50. water 44. 6 A.M. air 53. water 56. Lat 43.59 N. Long 45.20. Bar 30.16. Air 53. water 51. deg

Ship Jonas Coffin bound for shore
1861

Sunday April 21st Wind S. E. light, with
very pleasant weather. ship heading E. S.
at 11 P.M. got the Foretopgallantail. lost & set
a Bark 3 points to leeward of our wake coming
up with us very fast. In the dropping astern
this day we have passed over strips of blue
& green water. Middle & starboard part fresh winds
from S. S. W. steering E. S. during the forenoon
we have seen several vessels. Steering N. by S.
by our observations & compasses, we have had a strong
current setting to the north. The past four days
Lat 06. 40 S. Long 42. 04 W. Bar 30. 16. Air 61. Water 59. F. 71. Air 54. Water 52.

Dist Sailed 158 miles

Monday 22 Wind South. a fresh breeze & heavy weather.
Ship heading E. S. all hail as the ship will
bear the being on her broadside. carrying a
weather wheel, with no after sail set. a large
clipper bark in company. heading same as we do
& then other vessels. steering N. by S. at 11 P.M. the wind
blew so hard in gusts, compelled us to take in
Fore & Mizzen topgallantails. at 5 A.M. set them again.
also Main, & Mizzen. wind South steering E. S. E.
we have experienced a strong current setting
Lat 06. 45. 46 S. Long. 37. 51 W. Bar 30. 25. Air 61. Water 59. F. 64. Air 58. Water 57.


Distance sailed, 185 miles.

Tuesday 23 Wind S. E. a brisk breeze & pleasant
weather. Ship heading E. by S. close hauled.
Several sail has passed us, last 24 hours; steering N. by S.
at 11 P.M. passed an Island of ice, it being so far
to leeward, it didn't affect the thermometer, or water
but one degree. at 1 P.M. strong gales. ship steering
very bad. carrying her wheel hand up too at
the Spanker. Mizzen topgallantail & reefed the
Mizzen topgallantail at noon. Two ships passed
us steering N. by S. current throughout morning
to the north, making an E. by S. course steering E. S. E.
Lat 06. 46. 38 S. Long 34. 01. Bar 30. 20 Air 54. Water 59. F. 64. Air 58. Water 57.

Bound for Havre.

1861

Wednesday April 24 Wind South fresh gales and cloudy weather. Ship heading E by S. By the wind during the afternoon passed several ships & Barks, steering W by N. at 3 Am. very heavy in fore & main. To 1/2 trail. at 5 Am set them a fair. at day light saw a sail ahead. at 8 Am set Main-Royal. at 11 Am. passed & exchanged signals. Long. under with the British ship (McKong) heading same as ourselves. we have experienced a strong current setting to the North. at 1/2 Am Air 57. Water 56 Lat 06 47 49 N Long 30 24 W Bar 30 09 pm. Air 58 Water 57 deg Distance sailed 170 miles.

Thursday 25 Wind S & S E. Ship heading to the Eastward. Close hauled, with all drawing sail set. two ships in sight heading the same. at 6 P M wind S E. at 7 Am a sail in sight at 9 Am came up with & signalled a large ship showing American colour & a signal  Blue white & blue horizontally. passed three others heading the same as ourselves. at noon 12 sail in sight. some heading Eastward & some Westward. Lat 06 49 44 N Long 28 14 Bar 30 00. Air 57 Water 55 deg. Tacked to S E.

Friday 26 Wind S E. a brisk breeze & fair weather Ship heading E S E. with all drawing sail set. at 4 P M unhooked the old Main to sail. & bent a new one. at 6 P M several sail in sight Ship heading from E by S to E by S & made a N E by N course. Current setting N N W strong. at noon tacked to S E. Lat 06 51 28 N Long 26 24 W Bar 30 10 Air 57 Water 54

Saturday 27 Wind S E. Ship heading S W. at 4 P M passed from ship. at 5 P M tacked to the E by N. at 8 tacked to S W. at 10 tacked to E S E. at noon several sail in sight. Lat 06 51 24 N Long 25 50 W Air 57 Water 55, 7 Am Air 57 Water 54

Ship Jonas Coffin bound for Havre.

1861

Sunday April 28. Wind S.E. & S. hulk breeze and fair weather. Ship heading N.E. & E. all drawing sail set. Several sail in sight standing on different tacks. at 9 Am. tacked to the Eastward. Wind backing. at 11 Am. passed a large ship heading W.S.W. with double top sail rig fore & main. Lat 46 57 04 N. Long 25 35 W. Bar 30.07. Air 54. Water 54. Last 24 hours water very green. Saw gulls & divers.

Monday 29. Wind S.E. & S.E. Ship heading E. & E.S.E. all drawing sail set. at 4 P.M. came up with & passed several sail in sight at 2 P.M. came up with & passed a Brig. coming up with a ship also. at 5 Am. squally shortened & made sail accordingly. This forenoon saw several sail standing on different tacks. at noon tacked to S.W. ever since we passed the greened banks we have experienced a strong current setting. At N. this day saw sperm whales. a finback. gulls & divers. Lat 46 52 24 N. Long 23 07 W. Bar 30.07. Air 54. Water 54.

Tuesday 30. Wind S.E. & S.E. Ship heading S.W. trying to hold up to the South. at 3 1/4 P.M. a ship came up on the opposite tack. & when she got a beam of us. tacked & showed english colours. she then the Hammetts code of signals. as we had none. couldnt answer them. at 6 P.M. came up S.W. at 9 P.M. wind blew fresh with thick weather. hauled top & gillsails. at 4 Am. were ship to S.E. at noon, three sail in sight. one steering Eastward & double reefed top sails. the other two steering same as ourselves. Saw this past 24 hours a number of records. sperm whales. gulls & divers. end of day weather no observation. Lat 46 51.28 N. Long 22.31 W. Bar 29.94. Air 57. Water 53.

Bound for Havre. in France.

1861.

Wednesday May 1st. Commenced fresh gales at 11 AM with rough sea. & hazy weather. Ship heading up S E & E. under whole topsails & Courses. at 4 PM signalled a large Steamer steering N. W. at 8 PM more moderate but Main top & Stail. at 4 AM made all sail. rest part clear weather wind S W ship heading S E. last night lost the lantern Over-board. in consequence of the ring wire breaking
Lat 46 51. N Long 18. 25 W Bar 30.28. Air 57. Water 54 deg
Dist sailed 168 miles

Thursday 2. Wind S W. pleasant weather ship heading S E. all drawing sail set. latter part light baffling winds from S W & a great swell from the westward. with rather pleasant weather. steering S E. one sail in sight astern. throughout the 24 hours. water very green. at 11 AM saw two flocks of Gulls and many gulls around
Lat 46 51.34 N Long 14 54 Bar 30.35. Air 61 Water 56.

Friday 3. light baffling winds from S W. & a great swell from S W. at 4 PM calm. at 7 PM a light breeze at S E. then East. & S E. ship heading to the South. but 2 hours. Landing Sails. Lay several sail. water very green
Lat 46 50.54 S. Long 15. 00. Bar 30.28. Air 58. Water 56.

Sunday 5. Wind S E. moderate, with pleasant weather. Ship heading S W. at 11 PM. exchanged action with a British Ship. on the opposite tack with Studding sails set. at 4 PM tacked to E by S. several sail in sight at 7 PM. signalled a Steamer steering N. W. from 3 to 4 AM calm. we then took a buoy from the Eastward. made all sail to S E. several sail in sight heading the same. we outtailed them all
Lat 46 50.29 N Long 14 26 W Bar 30.20. Air 56 Water 55 deg

Ship Jonas Coffin bound for Havre

1861

Sunday May 5th. Wind East a moderate breeze with cloudy weather. Ship heading S.E. all day sail set a number of sail in sight. Jonas out sailing from A.L. at 3 Am wind bent to S.E. tacked to Eastward. at noon very pleasant fifteen sail in sight
Lat 06 49 47 N Long 12 45 W Bar 30.27 Air 52 Water 56

Monday 6th. Continued light air at S.E. pleasant weather. at 1 P.M. calm. We continued till 5 Am we then had a light air an hour then calm at 6 Am rebuilt the Mainmast & comm'ed sewing it over. at 9 Am took a light breeze from the Westward. up all sail
Lat by 06 49.51 N Long 12.26 W Bar 30.14 Air 57 Water 55

Tuesday 7th. Wind at 9 Am. light cloudy weather steering S.E. by E. employed resewing the Mainmast. at 7 P.M. rebuilt & set it. middle part a light breeze at South. at 5 Am it tacked to West next part light air & very pleasant
Lat 06 49.37 N Long 11.00 W Bar 29.98 Air 59 Water 54

Wednesday 8th. Continued light air at N.W. & N.W.W. pleasant weather steering S.E. Studding sails aloft & aloft a number of sail in sight. at 8 P.M. wind hauled to, N.E. at 9 P.M. E.N.E. hauled in all the Studding sails. at 2 Am wind E.N.E. & East ship heading S.E. latter part light baffling winds a great many sail in sight. at 3 P.M. 54 56.
Lat 06 48.55 N Long 9 44 Bar 29.77 Air 55 Water 56.7 am air 53 W 55.

Bound For Harve in France

1861

Thursday May 4th Breeze light baffled wind
 & pleasant weather heading S.E. at 3 P.M. tacked
 to S.W. Barometer falling slowly, sea rising
 gradually, at 8 A.M. tacked to S.E. at noon
 13 sail in sight, this forenoon two snipes
 flew around the ship, one alighted
 Lat 48. 18 N Long 8. 00 W Bar 29.64 Air & Water 53 deg F

Friday 10th Breeze brisk gale at 9 A.M. cloudy
 weather, & choppy sea at 12, 1st & 2nd tacked
 to N.W. & S.W. sails, saw a ship under double
 reef, & mainsail furled, at 5 P.M. two reefed the
 topsails, at 8 P.M. reefed the main sail, ship heading
 N.E. at 4 A.M. wore ship to S.E. hauled the
 1st & 2nd part fore & aft gale at E.E. & rough sea, saw
 a great many vessels, standing on different
 tacks, some sailing before the wind at 7 P.M. 49
 Lat 49 06 N Long 8. 02 W Bar 29.54 Air & Water 53. 1/2 deg F

Saturday 11th Wind E.E. blowing strong, with
 a short sea, and a very heavy atmosphere,
 which kept the mercury in the Barometer
 very low, at 2 P.M. 29.50, close reefed the topsail
 at 5 P.M. close reefed the main & topsails, reefed the
 foresail, at midnight blowing & raining hard
 Barometer falling, took in fore & main topsails &
 foresail, hove to under storm sails, at 4 A.M.
 wore ship to the North, large number of
 land birds flew aboard, & many fell in the sea, at
 7 A.M. Bar 29.37, at 9 A.M. it began to rise, at 10, set
 foresails, fore & main topsails, close, reefed,
 saw a number of vessels, standing on different
 tacks, some sailing before the wind
 The weather throughout has been very squally
 with heavy masses of clouds, our cabin heating
 like an old dilapidated building, no observations
 Bar 29.43 Lat by 48. 50 N Long 7. 30 W Air 50 Water 53 deg F

Ship Zenas Coffin bound for Havre
1866

Sunday May 12. Wind N.E. blowing a moderate gale with rough sea & thick weather. ship heading N.W. under 2 reef sail. at 4 P.M. dured ship out a reef Main sail. ship heading E by S & E at 11 P.M. more moderate, barometer rising, dured a reef out the Foresail, three topsails & Lib. at 4 Am let the reef out the Main sail. at 8 Am. turned the reefs out, fore & Mizen topsails, & set Main top & Lib. a great many sail in sight, heading as ourselves on a wind E by S & E & E. we coming up with & passing them. Air 50.00. Water 52 Bar 29.86. Longitude by an imperfect observation 49° 12'. Long 5° 58'

Monday 13. Commenced with fresh gales at 10 Am rough sea, & cloudy weather, ship heading E by S & E under full power & sail. at 4 P.M. saw the topsails several sail in sight some under close reefs. at 7 P.M. saw land. ligard point bearing N.W. dist 20 miles. at 8 P.M. saw the light. at 9 Am steered E by S. at 14 Am saw Eddystone light. dist 18 miles. at 3 Am start point light. at daylight 4 Am saw the land and a great many vessels. at 5 Am steered E by S. last 4 hours light winds at N.E. heading E & E. Lat by Alc 50.00 Long 2 16 N. Bar 29.7. Air 57 Water 52

Tuesday 14. Wind N.E. moderate. ship heading E by S. full sail set. at 1 P.M. took a pilot from Sloop boat 18. Carletts bearing S.W. dist 18 miles at 2 P.M. nearly calm & continued baffling throughout the 24 hours with a puff now & then. at 11 Am a French screw Frigate passed us steering N.W. at 1 P.M. she repassed steering S.E. for Charleston. foggy weather no observation, no land in sight. Lat by Alc 49 58.5 Long 1.48 N. Bar 30.30. Air 57. Water 55.

Bound to Harpe, France.

1861

Wednesday May 15th at 1 P.M. took a light breeze at West. Steered S E by E studding sails all set. at 6 P.M. calm. for an hour. out front the 24 hour light baffling winds. hazy weather at 11 P.M. saw Bonfleur light bearing S by E by compass. dist 18 miles at daylight saw the land. at 7 AM lost sight of it in the fog. Lat 49.40. Long 00.54 W. Bar 30.25. Air 60. Water 52

Thursday 16th Calm. 1 P.M. sounded, got bottom at 27 fathoms. coarse sand & shells. at 3 P.M. a light at North steered S E by E. at 7 AM a light air at N.W. at 10 P.M. saw the light on Cape de Harpe bearing S by E by compass. hauled up for it at 4 AM calm. anchored in 4 fathoms water at 5 AM a steam tug took us in tow & towed us up to the basin. to wait for the tide to enter the dock gate. at 12 AM Meridion weighed anchor with a fine breeze at 1 PM. stood up & entered the dock. rest the day employed employed working up stowing the anchors rigging in ribboom & tying yards &c.

Friday May 20th Sea Bect. at 1 1/4 P.M. after waiting 2 hours for our turn, we passed through the dock gates. at Harpe we made sail & stood out the basin passed the pier head. & hauled sharp up in a wind. & as the pilot had't been paid to go farther than the Pier head. I had to pay him five dollars extra to pilot the ship clear when shoals, at 2 PM. dismissed him near the bell buoy. ship making 10 AM thick rainy weather. all sail set except 1 of New York in company. at 7 PM. stowed AM. at 12 midnight AM. at 8 AM away with in Wygal. & the ship sails, topgall sails, & double reefed the topmasts

hauled up A.W. at 10 Am in Main sail &
Lib. hauled up A.W. Thickest rainy weather
at 11 Am the weather cleared & we saw
the land. Port head. & Welcome Bay. Leaving
A.E. by E. dist 15 miles. at noon bore up N.W.
Lat by Acct. 50. 18 Long 4 02 W. Bar 29.98

Proceed to Cardiff, Wales.

Wednesday May 29th Wind A.E. fresh gales
& thickest weather. Steaming N.W. for Connaught
under double reefed topsails. at 1 P.M. or
ten Lib. at 14 P.M. passed the Edystone
light house. leaving North 5 miles distant
at 1 P.M. saw the shipping in Plymouth harbor.
at 8th passed the Lizard lights. tooks off the
head. & hauled up A.W. by W. at 9th P.M. a pilot
boat spoke us. & put a Cardiff Pilot on board
their station was off Lundy Id. in Bristol channel
but they came round the Lizard end to be first
to get on board of ships. we made all sail. steamed
N.W. at 11 P.M. Wind A.E. & N.E. at midnight
Longships light bore N.W. dist 5 miles. ship
heading N.W. but put on a great many sail
in sight beating to windward some going before
the wind.

Lat by Acct. 51.23 N Long 5 21 W Barometer 29.97

Thursday 30th Continued light winds at N.E. heavy
weather. ship standing on different tacks to
gain to windward. at 4 P.M. the wind veered to N.W.
headed her course N.E. by E. at 2 Am came at 4 Am took
a light breeze at South. then N.W. & set all the
standing sail. at 5 Am passed Lundy Island
a great many sail in sight. the gales passing all
that were heading the same way as ourselves.
Lat by Acct. 51.18 N Long 4 00 W Barometer 29.97

Friday May 31st. Commenced brisk winds from West
foggy weather. Steering E by S. with all drawing sail
set. At 2 P.M. the Steamer tug Black eagle spoke us and
followed us up to get the towage from the roads
to the dock. At 2¹/₂ P.M. passed the Foreland Light.
at 6 P.M. anchored in Cardiff Road. in 6 fathoms water
furlled the sails, took the Harbours in on deck
Winged in the Schooner & coiled billed the lower &
hoisted the topsail yards aloft. at 10 Am a steamer
took us in tow & towed us up to the basin. at 1 P.M.
a steamer towed us up to the head of the East dock
Saturday hauled under the crane & commenced discharging
ballast. at night hauled up to nos drop

Saturday June 5th Sea account. at 3 P.M. got all the
stores aboard & got the ship ready for hauling
into the basin. at 10 P.M. commenced hauling. at
11 got her berthed & made fast. at 5 Am commenced
hauling out the basin to the Pier head. where
at 6 Am the steamer hooked on & towed us
out to the roads. & left us. we made all sail
with a fine Easterly wind for Lundy Island
in company with a great many others.

at noon observed bore S.W. by Compass dist 6 m
Lat 51 18 N Longitude 4. 10 W. Barometrical 88

Sunday June 6th Commenced moderate winds
from the Eastward, hazy weather steering
West with studding sails below & aloft
at 6 P.M. discharged the Pilot at 7 passed Lundy
Island. Middle pass when at 4 Am a light breeze
at 8. latter part a light breeze at South
Steering West. all drawing sail set
a great many sail in sight steering
different courses. the Sloop of Boston
steering same as our vessel.

Lat 51 52 N Longitude 5 21 W Bar 29.77 W

Ship Zears Coffin from Cardiff to Aspinwall

1861

Monday June 11. Commenced light airs at
P.M. to W.S.W. ship heading west to St. J. then
Ansh. at 9 P.M. tacked ship to S.W. & S.S.W. at
11 P.M. a schooner running full, came so near that
she carried away our starboard foremast and
-longail boom, which tore the foretopmast
badly, & she lost 4 cloths of her mainsail
on our starboard anchor at 2 & 3 Am. heavy
showers of rain, at 6 Am saw the land
at 9 Am bore up S.W. to pass between the
lands end, & light ship. off the seven stones.
at noon longships light ship S.S.W. bore pass
first & only. light ship. W.S.W. Bar at 4 Am 29.70
Lat 06.50 N Longitude 55.24 W Bar 29.85

Tuesday 12. Commenced moderate wind at W.S.W.
with fair weather. ship heading S.W. with
all drawing sail set except the spanker. the
ship went steer with the spanker set.
at 4 P.M. unhooked the chains, stowed the anchors
on the rail: saw a great many small fishing
boats. at 5 P.M. the following bearings were taken
by compass. Longships light off lands end E.N.E.
seven stone light ship S.S.W. Scilly Islands bearing
to S.W. by N. at 4 Am tacked ship to W.S.W. latter
part brisk gale & rough sea the ship steering
very bad. 10 Am hauled foretop gallail.
Lat 04.17 N Longitude 63.84 W Barometer 29.92

Wednesday 13. Wind S.W. by S. thick weather, rough sea
coming over the ship, drove as though she was a
rock. she is so deeply laden. the top of the middle
mast under water & we dont raised it much. at
1 P.M. took in furlled the masttop gallail. & away to press
at 7 P.M. in masttop gallail thick rainy weather. at noon
double reefed the foretop gallail
Lat by acct 4.17 N Long 64.17 W Barometer 29.80

from Cardiff to Apinwall with coal

1861
Thursday June 13th Wind S.W. fresh gale, high sea, thick weather. Ship heading W. N. W. under short sail. at 2 P.M. took in the Lib at 4 double reefed the topsails. heavy squalls sea coming over the fore & aft. at 8 AM wind hauled to south & blew 9 AM. Also reefed the topsails & furled the mainsail passed a bark under two close reefed topsails Lat 08 49 04 N. Long 11 44 W. Barometer 29 86.

Friday 14th Wind South. strong gale & high sea at 10 AM took in close reefed fore topsail. middle part hard rain. at 9 AM a little more moderate set the Lib at 10 AM. set close reefed Myn. to sail ship heads to day, only 300 strokes an hour. Lat 08 48 28 N. Long 12 48 W. Barometer 29 85.

Saturday 15th Wind S.E. fresh gale, high sea; and heavy weather. Ship under close reefed to sail Lib & courses. heading S.W. a bark in company. heading the same. at 3 & 4 P.M. made all sail. at 5 P.M. set studding sails. at 11 P.M. wind hauled to S.W. in studding sails & traced up ship. at 9 AM in S.W. gale. fore & main to gale. ship heading W. S.W. Lat 08 47 20 N. Long 14 52 W. Barometer 29 85

Sunday 16th Fresh. fresh wind & cloudy weather the last 24 hours. we have passed a chest. plank. & timber. at 5 AM hauled Myn. to sail. at 6 PM wind S.E. middle part hard rain wind N.E. steering S.W. by N. at 10 PM wind N.E. at 1 AM North. at 3 AM set top gale. sails. at 4 AM wind N.W. at 7 AM South. having gone completely round the compass. were ship to W. S.W. last 4 hours. rainy & squally weather six sail in sight. heading as ourselves Lat 08 45. 45 N. Long 16. 30 Barometer 29. 50

From Cardiff, to Aspinwall. N.Y.

1861

Monday June 17th Wind S.E. rainy weather. Steaming
S.W. by N. at 8 P.M. wind. N.W. by S. - W. ship to S.W. by S.
at 9 A.M. wind S.W. ship heading S.E.
Lat 06 43 54 N Long 16 42 21 Barometer 29.70 in

Tuesday 18th Wind S.W. by N. cloudy weather. at
12 M. midship tacked ship to S.W. by N. at
7 P.M. tacked to S.W. rainy. Squally weather
shortened sail. at 2 A.M. clear. made all sail
heading South. Wind. N.E. by N. in compass
Lat 06 42 53 N Long 16 24 21 Bar 29.80 Ther 68

Wednesday 19th Wind with occasional squalls
of rain. ship heading from S.W. by N. all sail
set. latter part clear. employed attending to ship
Lat 06 41 20 N Long 16 14 11 Bar 29.87 Ther 68 deg

Thursday 20th Wind N.W. fair weather at
at 2 P.M. back at set the fore. ship heading
S.W. at 4 A.M. signaled a French ship steering
S.E. Lat 06 39 20 N Long 16 40 Bar 29.89 Ther 70 in
Dist Sld 120 miles

Friday 21st throughout the 21 hours the wind
has been from N.W. to N.E. with cloudy
weather. the ship heading from S.W. to South
Lat 06 37 17 N Long 16 08. W. Bar 29.90 Ther 71 deg
Dist Sld 120 miles

Saturday 22nd Wind N.W. by S. fresh breezes and cloudy
weather ship heading S.W. by S. at 4 A.M. wind
veered to S.W. at 5 A.M. wind North set all
the studding sails. latter part fine weather
Wind N.W. moderate & a strong current
setting to the Eastward

Lat 06 35 25 N Long 16 22 W Bar 30.08 Ther 71 in
Dist Sld 115 miles

Sunday June 23. Throughout these 24 hours the wind has been from N by N to N W. Ship heading from S by S to W by W. all drawing sail set
 Lat 33.35 N Long 17.30 W Bar 30.18 Ther 72.5

Dist sailed 115 miles

Monday 24. Wind NW cloudy weather, steering S by W. at 11 AM noon saw the land of Madeira bearing South by compass. Dist 40 miles at 8 PM the West point bore S by S. by compass. Dist 6 leagues at 1 AM a sail passed us steering West. Middle station part fresh wind at N N E. Steering S by W. till 3 AM. Then N S W
 Lat 34.38 N Long 18.38 W Bar 30.17 Ther 75.4
 Dist sailed 135

Tuesday 25. fine fresh trade. at N E. & a heavy sea after 1 PM. coming in over each quarter keeping the deck aft. constantly wet. it is impossible to keep the ship her course. as the wind come to against the wheel hard up. varying, two points each way. Dist made good 130 miles
 Lat 35.55 N Long 20.32 W Bar 30.18 Ther 76 deg

Wednesday 26 Wind N E. fresh, strong sea latter part squally. no other. but not a new lower studding sail. Dist 132
 Lat 36.10 N Long 22.52 W Bar 30.18 Ther 78 deg

Thursday 27. fresh trade & squally sea the steering at S W. all drawing sail set. at 3 PM saw a sail in the East. steering West
 Lat 36.45 N Long 24.58 W Bar 30.12 Ther 78 deg
 Dist sailed 150. Whole dist 2003 miles

Friday 28. Moderate trade with squalls of rain. steering N S W. all sail set

Lat 37.35 N Long 25.54 W Bar 30.17 Ther 79.5
 Dist 90 miles 2093 miles

From Cardiff to Aspinwall. N. G.

1861
Saturday June 29th. Moderate trade. Strong breeze from E to E. S. Steering N. S. W. at daylight to the East of us. Steaming same at sunset.
Latter part set up the backstay & topmast rigging to port side Main to forest to ring. 11th bright
Lat $0^{\circ} 42' 22''$ Long $27^{\circ} 27' 14''$ Bar 30.10 Ther 82 deg
Dist Sld 122 miles. (2213)

Sunday 30th. Moderate trade from the Eastward fair weather. Steering N. S. W. one sail in sight Steaming the same.

Lat $0^{\circ} 23' 15''$ Long $28^{\circ} 40'$ Bar 30.12 Ther 80 deg
Dist Sld 91 miles (2314)

Monday July 1st. Light trade from N. E. to East with occasional squalls of rain. Steering N. S. W.
Lat $0^{\circ} 22' 26''$ Long $30^{\circ} 30' 14''$ Bar 30.14 Ther 82 deg
Dist Sld 110 miles (2424)

Tuesday 2nd has been light trades at E & E. N. E. Steering N. by S. all drawing sail out.

Lat $0^{\circ} 21' 34''$ Long $32^{\circ} 48' 14''$ Bar 30.12 Ther 82 $\frac{1}{2}$ deg
Dist Sld 109 miles (2526)

Wednesday 3rd. Fine E. northerly trade throughout. at dawn the comet was very brilliant. at 7 $\frac{1}{2}$ P. M. it alighted was 28 degs. throwing its light to an altitude of 90 deg
Latter part cloudy no observation

Lat $0^{\circ} 20' 28''$ Longitude $30^{\circ} 48' 14''$ Bar 30.12 Ther 81 deg
Dist Sld 120 miles (2646)

Thursday July 4th. All these 24 hours fine fresh E. northerly trade & fair weather Steering West by Corn this day being the anniversary of our Glorious Independence, gave all hands a holiday & treated them to Plum pudding & fresh Beef at dinner, and soft bread & Butter at supper

Dist Sld 136 miles (2782)
Lat $0^{\circ} 20' 14''$ Long $36^{\circ} 02' 14''$ Bar 30.19 Ther 82 deg

Friday July 5th All these 24 hours fine fresh trades
at East, fair weather. at 9 AM signalized with a
Whistle Steering N. S. W.

Lat 06 19.29 N Long 38.30 W Bar 30.10 Thermometer 82 deg
Dist Sld 144 miles (29263)

Saturday 6th Fine Easterly trades throughout. Steering
varies in compass. Land seen to the north & top of the
Latt 06 18.58 N Long 40 44 Bar 30.10 Ther 82 deg

Dist Sld 136 miles (3062)

Sunday 7th Fine fresh trades & fair weather Steering was
at 4 P.M. John Delino relieved the wheel & most of
the time stood N. S. W. I went on the house & watched
his steering. I said the ship was going off to the
South. He didn't move the wheel. I spoke to
said to him Put the wheel. he replied with a
great deal of insolence. if you care to see the
ship better up there, than I can here come
& steer her yourself. saying I can steer the ship
as well as any man in her. when I was not
the steered a very poor track at the wheel
I called for Hamilton to take the wheel. when
he got there, (Delino replied. if he takes I'll be
damned if I stay here!) I says to him you stay
I see how he steers. he replied I'll be damned
if I do and left the stand & went to the
side of the ship I again ordered him to
the wheel. he again replied I'll be damned
if I do. I walked forward off the house he
walked forward I ordered the Mate Mr
Smith to put him Delino in Irons. Delino
replied no one shall put me in Irons then
forward the Mate Mr Smith went after him
when he drew a sheath knife made a lunge
at the mate with it but did reach him.
I then called all hands aft & stated to them
that Delino had refused duty. he replied
I don't refuse duty. I then told him to take
the wheel; he stopped when he got to the cabin
house & looked up to the main. said, I'll die

Before I take the wheel with that boy there.
And I'll kill one before I die. I followed
him, with the mates, Mr. Smith & Coffin.
to the wheel & told him to take hold with
the iron there. he still making his threats
I snatched the Sheaf Knife from him
& threw it overboard. When the Officers
put the irons on him. & put him aft
between decks. in forty one years experi-
ence I never saw so bad a man
Three days from Cardiff. one the crew came
to me & asked to change watches. I asked
why: he replied. in furling the foretopper
sail. Delino. Kicked him & threatened to
throw him overboard. twice since that
he came out the forecath & abused the
Mate. for making so much noise carry-
ing on duty. I had put up with a great
deal of abuse from him: to keep peace
in the ship: thinking I could stand it
till we reached Aspinwall. but
forbearance ceased to be a virtue
there never was any trouble in the ship
till he came aboard.

Lat by 18 20 Long 43.24 Bar 30.11 Ther 82

Dist Sd 162 miles (3224)

Monday 8. Fine fresh trade & fair weather. course
West by Compass. all drawing sail set.
put on a new wheel rope.

Lat 16 17 50 Long 46 14 10 Bar 30 04 Ther 82 deg

Dist Sd 164 miles (3388)

Tuesday 9. Continued strong trade & rough sea. course
West. all drawing sail set. at 9 PM the storm so
bad, we took in Mizzen & foretopper & Mizzen to prevent
what she stood better. At daylight saw a big
steaming ship. this day continued painting. Bow-
-spirit. heads the masts &c

Lat 16 17 31.5 Long 48.54 Bar 30 18 Ther 84 deg

Dist Sd 166 miles (3548)

From Cardiff bound to Aspinwall. N. G.
1861

Wednesday Dec 10th Fresh trade with squalls
of rain latter part moderate steady W. S.
Lat Ob 17.45 Long 51.20 Bar 30.08 Ther. 85 deg
Dist Sld 142 miles (3690)

Thursday 11th Commenced brisk trades & cloudy weather
course W. S. all day driving sail set. middle part
squally with heavy rain & vivid lightning
at 6 AM the ship started so bad we were
compelled to close reef the main top sail
the sea coming in on both quarters.

Lat Ob 16.34 Long 53.43 Bar 30.14 Ther. 86 deg
Dist Sld 145 (3835)

Friday 12th Commenced fine fresh trades & fair weather
course W. by S. middle part light winds
sea coming in through the stem ports.
latter part fine trades & clear sea, painted
top the upper middle & head water closed &c
Lat Ob 15.56 N Long 56.23 W Bar 30.04 Ther 87 1/2 deg
Dist Sld 162 miles (3997)

Saturday 13th Moderate trades & fine weather. Strong
breeze. Painted the blackboard had eyes
Lat Ob 15.32 N Long 58.44 W Bar 30.04 Ther 88 deg Fair
Dist Sld 147 miles (4139)

Sunday 14th Commenced fine trades & fair weather
middle part light winds & squalls of rain
course W. by S. at 9 AM saw the land Martinique
& Dominica bearing from W. + W. to N. + W. at noon
saw point of Dominica bore S. W. dist 12 miles. South point
of Dominica bore N. by E. dist 18 miles.
Lat Ob 15.16 Long 61.00 Bar 30.03 Ther 87 deg
Dist Sld 134 miles (4273)

Monday 15th Commenced fine trades and pleasant
weather at 3 48 PM the South point of Dominica
bore North 6 miles dist we could see the town very
distinct but not a vessel in the harbor
Lat Ob 14.53 Long 63.12 Bar 29.98 Ther 88 deg
"Dist Sld 130. "4403"

Ship *Genas* bound to Apinewall
"1861"

Tuesday July 16. Throughout these 24 hours
fine Easterly trades & pleasant weather. comm
N by S. all drawing sail, set yesterday & today
the ocean water has been very green.
during the night black fish & porpoises around
Lat Ob 14 34 N Long 65 28 W Bar 29.90 Ther 90 deg

Dist Sea 134 miles "4537"

Wednesday 17. Continued light trades & fine weather
caught two skipjacks. middle part fresh trades
two men couldn't keep the ship on course.
latter part heavy rain with thunder & lightning
Lat by acct 14 12 N Long 68 03 W Bar 29.98 Ther 83 deg

Dist Sea 154 "4691"

Thursday 18. All these 24 hours fine fresh trades
& fair weather. course N by S. all drawing sail set
Ship going 7 1/2 knots at 5 AM a Portuguese passed
a head of us steering N by W.

Lat Ob 13 58 N Long 71 04 W Bar 29.92 Ther 87 deg

Dist Sea 174 miles "4865"

Friday 19. Fine fresh trades from East to E N E
fair weather. at 7 P.M. hauled Main & Mizen
sail & close one yard Main & Mizzen to make
the ship ^{steer} better.

Lat Ob 13 31 N Long 74 08 Bar 29.93 Ther 87 deg

Dist Sea 180 miles "5045"

Saturday 20. Fresh trades & fair weather. course N by S
studding sails slow & aloft both sides. water coming
in both sides over each quarter.

Lat Ob 12 56 N Long 77 06 Bar 29.88 Ther 88 deg

Dist Sea 180 miles "5225"

Sunday 21. First part fine trades at E N E. latter part
light winds at E S E. at 6 AM hauled up S by S.
at 10 AM went out the lar studding sails and stowed
them below. at 3 PM yesterday. but the cables

Lat Ob 12 04 N Long 79 24 W Bar 29.90 Ther 89 1/2 deg

Dist Sea 181 miles "5366"

Monday July 22. Commenced moderate trades and pleasant weather. at 2 P.M. calm. during the night we had baffling winds with thunder lightning & torrents of rain. at daylight it cleared off pleasant with a light wind at S.E. heaving in by our observations we find we have had a strong current setting to the E.S.E.

Lat Ob 11 34 S Long 79 46 W Bar 29.97 Ther 90 deg

Dist Sailed 36 miles "5402"

Tuesday 23. Light baffling winds & calm. through out. an a current setting to the Eastward. with fair weather. Lat Ob 11 15 S Long 80.20 W Bar 29.94 Ther 90 deg Ther.

Dist Sailed 40 miles "5442"

Wednesday 24. Light Wind from S.E. til 4 P.M. then it came from North. & continued til 9 Am then it hauled S.E. at noon S.E. steering South. current setting S.W.

Lat Ob 11 41 S Long 81 04 W Bar 29.96 Bar 88. Wch

Dist Sailed 36 miles "5498"

Thursday 25. Light wind at S.E. at 5 P.M. calm, at 7 P.M. a light breeze from the Westward. steered South in middle part light air from North at 10 Am. hauled to East at noon S.E.

Lat Ob 11 08 S Long 81.00 Bar 29.92 Ther 85 deg

Dist Sailed 34 miles "5532"

Friday 26. Baffling winds all round the compass & occasional calms. & a heavy swell from the E.S.E.

Lat Ob 9 46 S Long 81 56. Bar 29.94 Ther 86 deg

Dist Sailed 23 miles "5555"

Saturday 27. Wind at N. steering S.E. at 3 P.M. we saw the land ahead. during the night we had the wind changeable. with abundance of rain latter part light air at S.E. & S.E.E. standing on different tacks, trying to gain our Port.

Saw two ships beating in to the Westward at noon it bore E by S by compass dist 16 miles

Lat Ob 9 31 S Long 81 02 Bar 29.90 Ther 86 deg

Dist Sailed 84 miles "5639"

Now one week within 24 hours sail of Apimacall
1861

Sunday 28th Commenced with a fine breeze from the
Eastward & fair weather. Ship heading S.E.
in for the land. at 6 P.M. being about three
miles from the land. tacked to N.E.
village, which is two miles to westward
of Chagres. bore S.E. dist 6 miles. at 11 P.M.
tacked in shore heading S.S.W. at 4 Am
heard the beater's tacked ship heading
S.E. by E & E.N.E. a shore course. But the
current set so strong to N.E. we were
compelled to tack in shore again. at
6 tacked to E.N.E. Chagres then bearing
S.E. dist 3 miles. stood a shore course
& doubled the reef off point Toro.
at 8 Am in 4 fathoms water and
hauled in to the day's wind S.E. & S.S.E.
very light; worked up & came to
anchor in 6 fathoms water muddy
bottom at 11 Am in company with
14 sail: Ships, Barks, Brig & Schooners
inside or to the south of them all.
Lat 9 Long Bar 24 91 Ther 88 deg.
Dist Saild

Monday July 29th Sea Apc. at 4 P.M. went
ashore and entered a Protest to the
U States Consul. against John Dilino;
the man we have in prison; after
perusing it, he said he would
take him out the ship to monitor
the Post office not being open we could
not get our letters. which was, a
source of much disappointment
at 6 Am I was aroused by an uproar
on the quarter deck. I got up and heard Mr
McKee using very abusive and profane

profane language to the chief mate. I slipped
on my clothes, and went on deck, and told Mc-
Keon to be quiet, he replied, he'd be damned
if he would, his tongue was his own and
he'd use it as he damned pleased, and
tossed up his backside and said that.
I told the Mate to put him in
Jons. he said he'd be damned if any
one should put him in Jons. I walked
up to him and he reached to pick up
a big rope found to be fast and then
raised himself up & struck me. I then took
hold of him, with the assistance
of an officer, tied him, hands and
feet. I went ashore & reported to the
Consul. Then to the Store & High S. M. &
& reported him to Capt Carpenter, who
sent an officer & boat crew with side
arms, I moved him, and took him
John Delino, where; and the U. S. State
Consul had them both put in
the calaboose. After I left the ship
to go ashore to see the Consul.

McKeon got his wirings adrift
and Mr Smith took hold of him
and McKeon. I secured the back
of his hand & the strings, so much
so he was obliged to go to the bottom
& have it dressed. we then took our
Anchor & dropped in close to the wharf
to take the citizens place when the haul
over.

Tuesday July 30th Waiting for
the Bark Citizen to sail from the wharf
to take her place; at 2 P.M. heavy rain
& temperature fell to 78 deg. no rain from
5 P.M. up to 16 Apr the Bark Azurine came
to anchor, 27 days from New York

Lying at Apinirvull & Esanada
1861

Wednesday, July 31st. Sea Upr. Lying
off the S.R.R. Co. wharf waiting for
the Citizen Capt. Stealing to haul
off at 2 P.M. wind hauled to S.W. soon
had rain. at 8 A.M. the Citizen hauled
off out of our way, we dropped our anchor
off the end and hauled in alongside the wharf
to Jackson's chain out. at 1 P.M. commenced discharging
coals in the Main hatchway with some work

Friday, August 1st. Sea accursed.
at 1 P.M. finished hoisting coals. removed the
falls, sent down the guys, and washed off the
deck. at 6 P.M. commenced heaving at the wind-
lass. at 10 A.M. got the anchor up, and dropped
outside the booms, and came to again borrowed
a launch. & went to Land. Billed 10 tons, with
3 large casks to fill with fresh water.

Wind with pleasant weather. wind S.E.
Steamer back Star left the wharf for Apinirvull at 8 P.M.

Saturday 2nd. Wind S.E. pleasant weather. the
chief Mate & Steward did not go duty.
the 2 small boats went after fresh water. at
2 P.M. they returned, got dinner. hauled in
the water, weighed the ledge anchor took
it on board, stowed the water keelers
and washed the decks off.
Latter part employed stowing provisions
on board & taking in ballast.

Sunday 18th. Sea. Accursed all hands were played
taking in, throwing ballast at 5 P.M. the
last boat was discharged, but they could not
go in any more washed off the decks in the
morning over the running being all down clear
out of the tops.

Living at Aspinwall N. C.
1865

Aug 19th Monday. Sea Breeze at 2 P.M. the wind came
S.E. in a squall, and the rain fell in
torrents, filled up the water hole. at 4 P.M.
the weather cleared up, sent out the fore-
fibboom, got ready for going to sea in the
morning. at 6 P.M. went ashore & deposited
our letters, settled accounts. & at 7 P.M. return-
ed on board hoisted the boat up. at 8.50
A.M. crossed having on the chain at 7 A.M. east
off from the beach, returned out N.W. then
N.E. & S.E. all sail out, wind light
from S.W. stowed the anchors, hoisted the mud
& clay from the chains. at noon the barometer
long 6 by 14.5 dist 12 miles
Lat 08 in 936 Long 79. Bar 29.97 Ther 86 deg

Tuesday 20th Sea Breeze crossed light winds at
11 P.M. & pleasant weather. Steering S.E. by S. at
2 P.M. S.E. all hands employed stowing
provisions from the main to the lower hold,
filling 2 cask salt water, stowing the
chain cables below &c &c. at 5 P.M. the wind
began to freshen, middle part baffling & calmy. at
7 A.M. squally, reduced sail. at 8 A.M. the ship
trembled, as though she was going over-
board, but 4 hours calmer, awhile. then squally
at noon. Bar 29.97. Dist 10 miles. Lat by acct. 9.44. Long 79.00 Bar 29.77 Ther 82

Wednesday 21st. Calm at 11 P.M. a light breeze
from the North. & a small force S.E. corner
E by N. calmer from 8 A.M. till 3. at 6 A.M. took a squall
breeze from the Eastward. took in all the light sails
at 8 A.M. wind S.W. made all sail wet & heavy fine
weather. water in the hold trimming ballast
Lat 08 10 03 Long by Ch 78 25 Bar 29.90 Ther 86 deg

Ship J. Coffin bound to Lingueas

1861

Thursday 22. Borewind light air at 4 P.M. with
pleasant weather, finished trimming the sails
stowed the boats, secured hatches, washed the
deck, &c. &c. at 5 P.M. a thunder & squall rising
in the East. hauled all the light sails, hauled the Mainmast
up. at 8 AM it struck but the topmasts were down on
the cap. hauled down the Sails. at 9 AM made all
sail. heading East. wind N.E. when the squall
struck it twisted the log ran off
N.E. went overboard.

Lat 06 41 N Long 77 18 Bar 29 93 Ther 81 deg

Friday 23. Wind North. a fine breeze & fair
weather. Steering E.N.E. with all Maining
Sail set. at 6 P.M. wind N.E. light air. at
1 AM a squall squall rising in the N.E.
took in sail to three topmasts & foremast. at 5 P.M.
the thunder rolled, the lightning flashed
& the rain fell in a continuous sheet. the wind
went all round the compass. at 7 P.M. the
rain cleared, at 8 AM made all sail
Wind S.W. to S.E. Ship heading E by N
Lat 06 35 N Long 76 42 Ther 83 deg

Saturday 24. Wind S.E. light overcast weather
steering E.N.E. at 4 P.M. N.E. by E. at 6 AM saw the
land in the S.E. Wind all round the compass
from 5 to 7 AM. then a fine breeze at S.E. at 11 AM
stood North. at noon the S. of the Crossed bore N.E.
dist 5 miles. Lat by 10 05 N Long 76 Bar 29 44 Ther 89

Sunday 25. Wind light at 1 PM. steering North at 4 P.M. wind
S.W. at 5 PM North. at 6 PM the City of Cartagena bore E by S
dist 10 miles saw the shipping in the harbor, rounded
point. bearing to the North. Last 6 hours light air at
N.E. Ship heading N.E. at 1 PM.
Lat 06 11 50 Long 75 30 Bar 29 43 Ther 92 deg

1861

Tuesday 27th Wind S.E. fair weather Ship making
N.W. at sail. Sw. at 4 P.M. tacked to S.E. &
& S.E. at midnight tacked to the North. fresh
winds. lowered light sail. latter part wind
East Ship making N.E. 4 m. S.W.
Lat 13° 52' 76.00 Bar 29.44 Ther 88 deg.

Wednesday 28th Wind East fresh trades & clear weather. Ship heading N. by E. under three topails courses & firs. at 4 P.M. set the 1st and Mainsail & firsail. at 2 A.M. took them in. rest fresh trades. Ship heading N. by E.
Lat 06. 16. 38. Long 76 26. Bar 30.00 Therm 84 deg

Thursday 29th Wind East fine fresh trades
& clear weather. Ship heading N.W. at sunset
6 P.M. saw Morant Reef, bearing East dist 8 miles
at 10 P.M. saw Morant light at N. E. W.
being hauled in with the land bore
up N. S. W. at 6. Arr. at 7. There
a boat with 4 men in her came along
side one of whom was a pilot, but
as we were not bound in. She soon
took their leave, then ran till 11 P.M.
when we took the trullis at E. S. E.
Lat 17 44 N Long 76. 38. Bar 30.08. Ther 93 deg

off Jamaica, bound to Congoes

1861
Thursday 28th has been a repetition of
the last 24 hours

Friday Aug 30th Sea acet Wind E S E. moderate
trade pleasant weather. Steaming N S on
the South side of Jamaica a schooner
return steaming same as ourselves. at sunset she
shortened sail. & hauled in shore. at 11 AM
passed point in front of the West end of the
Island. heading N by W. all sail set
three men died with the fever.
Lat 18.30 Long 78 38 W Bar 30.06 Ther 90

Saturday 31st Wind E S E. fine trade & fair
weather. Ship heading N all sail but
middle part baffling with thunder. lightning
at daylight saw the land. bearing from N E
to N W. at 7 AM fore & main up & at 11 AM sailed
along outside the cays.

Lat 20.50 Long 74 20 Bar 30.08 Ther 92

Sunday September 1st Wind E light with pleasant
weather. Steaming N W. W. across the cays. at 4 AM
baffling winds & calm. at 8 AM a fine large
steamer N W. at 4 AM saw the Light at Congoes
at daylight a big passed us steering
S S E. at 6 AM a boat came out flying
lights steering S S E. rest part beating up to
the entrance. at noon the light house bore
N N by N dist 1 mile Lat 22 02 Long 80 42 Bar 30.08 Ther 88 deg

Monday 2 Wind from N N W to S S E. continued the heat
& carried beating to windward. but the current
ruined being back against us. we did not
gain much. at 1 1/4 PM a Pilot came off &
told we were there no freight there

and all the vessels had gone away in Calcutta
fore up S.E. & stood out to sea. with
variable winds. at 1 1/4 AM. fore W. S. at 6 AM
steered N.W. & employed stowing the anchors
& putting the chains in the lower hold
at noon stood out to sea
Lat Oct 21. 14 N Long 81 31 W Bar 30.06 The 90

Tuesday Sept 3. First part fine fresh trade
& clear sea at noon. Steering West. at 5 P.M.
finished stowing off & filling salt water
in the lower hold. raised a sail ahead
at sunset. hauled up W. by S. at 6 AM
steered W. at 9 AM W. by S. at 7 AM
out to prevent Haze. & standing sails
at noon West and S. of fine breeze E
by N. dist 14 miles. sail hauled up at noon
Lat Oct 21. 21 N Long 83. 20 W Bar 30.06 The 92 deg

Wednesday 4. Wind S.E. & S.E. light trade &
pleasant weather. Steering N.W. & N.W. by W. two
sail in sight. Steering the same. at 4 AM
saw the light on Cape San Antonio. bearing
N.W. by W. over the land. at 6 AM hauled
up S.W. by W. at 9 AM passed the lighthouse
bearing East. dist 3 miles. saw the wreck of
a brig ashore. to the North of the light
this day finished painting. Starboard side
Lat Oct 22. 05 N Long 85. 10 W Bar 30.06 The 89 deg

Thursday 5. Wind S.E. & E. standing on different
tacks to gain Easting. saw three sail. at 4
P.M. put the mate off duty, for inebriety
& disobedience of orders. and covering
& damming the ship before all hands
Lat Oct 22 17 N Long 84 58 W Bar 30.13 The 89 deg

Bound to New York

1861

Friday Sept 6. first part variable & squally
a bark & schooner in sight. middle & latter
part fine weather. wind from E. to S E
ship heading from S E to S S E.
at 8 AM lost sight of the land bearing
from E S E to S E by E.

Lat 42 23 24 N Long 84 44 Bar 29.99 H 88

Saturday 7 Wind East. Ship heading NW &
at 8 AM wind S S E at 11 S S E heading E
at 4 AM S S E at 7 AM to the S
at 11 AM a bark & schooner passed on
the opposite tack. this day painted
the sails & quick work done.

Lat 42 23 57 N Long 82 57 Bar 30.13 H 86 dy

Sunday 8 Wind S S E Ship heading South
all day det. at 3 tacked to S E at 6 tacked
to S S E at 9 the wind struck the ship
back from the S S E. started East.

from 5 AM to 9 AM squally & rain
coast pulled us to blue water. To 11 AM
at 11 AM clear weather. made all
sail. at noon saw the light house
on Sandy Key. dist 14 miles.

Lat 42 24 13 N Long 82 03 W Bar 30.07 H 86 dy

Monday 9 Wind East brisk trades fine
weather. ship heading S S E. at 4 AM
tack ship to S S E. saw three large ships
& several small vessels in the West
harbour. at 11 AM tacked to S S E. at 6 tacked
to S S E. middle part strong trades & with
the light ship. at 4 AM tacked to S S E
at noon tacked to S S E. saw no one
bearing S E by E dist 8 miles.

Lat 42 24 31 N Long 81 16 Bar 30.09 H 86

Journal for New York

1867

Tuesday Sept 16th Strong trade at East
2 PM when we saw a Ship & Brig at some
on low ear. with only their lower-masts stand-
ing middle part very squally. but the ship
to double reefed topsails in 15 min
at midnight were ship to stop the double
reefed that the light. bearing south
10 miles dist at 4 AM were to S E E
at 11 AM were to the North. No. 11 on
the North side of her sail. bearing South
3 miles dist. a Bark at a short distance
from us steering S N. then West
This day watch employed setting up
the barometer.

Lat Oct 24. 15. Long 80. 11 W Bar 30.04 Th 16

Wednesday 17th Wind S N E. & E. with. Thunder
& lightning. at 6 PM. very squally. but the
Ship to double reefs. At 8 AM sail furled
at 9 AM. were ship to S E. bearing foot light
bearing S N. dist 8 miles. at 12. tacked to the
North. at daylight saw Cape Florida light
house. bearing N. N. W. dist 10 miles also the
land. from N. W. to S. W. at 8 AM. tacked to
S E. at 9 AM. one of the Havana & North Steamers
passed us. Steaming North. at 10 AM. tacked
to North.

Lat Oct 26. 11 N Long 79 55 W Bar 30.08 Thu 10 day

Thursday 18th Wind E. & E. brisk trade. at 1 PM
tacked to S E. 3 sail in sight. & the land 10 miles
dist. at 6 PM tacked to N. & N. E. at midnight calms
last 6 hours light baffling winds employed
setting up heat stoves. Friday 19th day
Lat Oct 27 58 N Long 79 31 W Bar 30.11 Thu 11 day
current running strong to S by E.

Bound to New York

1861

Friday Sept 6. first part variable & squally
a bark & schooner in sight. middle & latter
part fine weather. wind from E. to S.E.
ship heading from N.E. to S.W.
at 8 AM lost sight of the land bearing
from E.S.E. to S.W.

Lat Dec 23 24 N Long 84 44 Bar 29.99 to 88

Saturday 7 Wind East. Ship heading N.E.
at 8 AM wind S.E. at 11 S.S.E. heading E.
at 4 AM S.E. at 7 AM tried to the South
at 11 AM a bark & schooner passed on
the opposite tack. this day painted
the sails & quick work after
Lat Dec 23 37 N Long 82 51 Bar 30.03 to 86 day

Sunday 8 Wind S.E. Ship heading South
all day at 3 tacked to S.E. at 6 tacked
to S.S.E. at 9 the wind struck the ship
back from the S.S.E. sterned East.
from 5 AM to 9 AM squally & rain
coming pulled us to blue water. to rain
at 11 AM clear weather. made all
sail. at noon saw the lighthouse
on Sandy Key. dist 14 miles.

Lat Dec 24 13 N Long 82 03 Bar 30.07 to 86 day

Monday 9 Wind East brisk trades fine
weather. ship heading N.E. at 4 PM
tack ship to S.S.E. saw three large ships
& several small vessels in the great
harbour. at 4 PM tacked to S.S.E. at 6 tacked
to S.S.E. middle part strong trades & with
the light S.W. at 4 AM tried to pass
at noon tacked to S.E. towards Cape
bearing N.E. & dist 8 miles

Lat Dec 24 31 N Long 81 16 Bar 30.09 to 86

Journal for New York

1861

Tuesday Sept 11th Strong trade at East
Ship when the saw a ship & brig at home
on low ear. with only their lower-masts stand-
ing middle part very squally. but the ship
to double reefed topsails in 15 min
at midnight wore ship to north double
headed shot light. bearing south
10 miles dist at 4 Am wore to S E E
at 11 Am wore to the north. Ketch on
the north side of Key sal. bearing south
3 miles dist. a Bark a short distance
from us steering S W. then went
this day watch employed setting up
the barometer.

Lat Oct 24. 15. Long 80. 11 W Bar 30.04 Th 16

Wednesday 15th Wind S E & S E. with 1/2
lighting. at 6 P.M. very squally. but the
ship to double reefs. At 11 Am wore
at 9 P.M. wore ship to S E. bearing foot light
bearing S W. dist 8 miles. at 12. tacked to the
north. at daylight saw Cape Florida light
house bearing W N W dist 10 miles all the
land from N W to S W. at 8. Am tacked to
S E. at 9. one of the Havana & York Steamers
passed us. steering north. at 11 tacked
to north.

Lat Oct 26. 11 N Long 79 55 W Bar 30.08 Thu 17

Thursday 16th Wind E & E. with trade. at 1 P.M.
tacked to S E. 3 sail in sight. & the land 10 miles
dist. at 6 P.M. tacked to N & N E. at midnight calm
last 6 hours light baffling winds. employed
setting up heat stoves. Friday 18th & 19th
Lat Oct 27 58 N Long 79 31 W Bar 30.01 Thu 18
current running strong to S by E.

Bound to New York

1861

Friday Sept 13. Wind N.E. light breeze at 12th meridion. wore ship to E. at E. at 3th PM tacked to the North. at 11 PM. wore reef to S.E. Steered N by E. at daylight saw a Bark ahead. at 6th AM set studding sail. at 8 AM Wind fresh. Steered S.E. by E. at 8th came up with & passed the Bark. Steering same as ourselves. one other sail in sight. in S.E. Lat 32° 45' Long 79° 20' Bar 30.04 Ther 88 deg

Saturday 14. Continued light air at 11th pleasant weather. steering N. by E. at 4 PM. wind hauled to North & S. at 5 PM tacked to N by E. squally weather. but the ship to double reefed to main. at 6 AM clear weather. made sail on the ship. only two hands in the foreboard watch. others sick. Lat 31.00 Long 78 56 Bar 30.10 Ther 88 deg

Sunday 15th Wind E. by E. light gale. cloudy weather. Ship heading N by E. all sail set at 2 PM tacked to S.E. at 6 PM tacked to North at 4 AM tacked to S.E. at 6 AM let one reef out the top sails. but top sail & main reefed. wind very variable from N. by E. to S.E. Ship heading from E. to S.E. Lat 31.49 Long 78.18 Bar 30.10 Ther 84 deg

Monday 16th Wind N. by E. light gale & clear weather. Ship heading to the Eastward. at 1 PM raised a sail to seaward. coming before the wind at 6 PM tacked to North & S. at 2 AM a light breeze at 8 AM at 6 AM fresh. at 11 AM Ship heading from S.E. to East. we have been in the current last 24 hours. but have made only 12 miles to north at daylight. this morning a brig in sight heading same. Lat 32 01 Long 76 50 Bar 30 17 Ther 91 deg

Boat for New York

1861

Friday Sept 17th Calm & very warm. at 2 PM a light air from the South started S-E at 7 AM set the studding sails. Wind S-W moderate a sail in sight ahead. By our observations we have experienced a strong current setting S-W
Lat 32 15 N Long 76 30 Bar 29.99 Ther 88 deg

Saturday 18th Wind S-W moderate & pleasant weather. Steaming N by E. two sail in sight. at 8 PM sharp lightning all round. at 11 PM a heavy squall which burst the fore & main top sail. and then up. & after the squall passed, repaired them & set them double reefed. at 8 AM made all sail at 11 AM unhooked the old & set a new Main top sail, & set it. Temperature of sea water 83 $\frac{1}{2}$
Lat 34 06 N Long 75 12 W Bar 29.89 Ther 86 deg

Sunday 19th continued light winds at S fair weather & smooth sea. Steaming N E by N. at 1 PM unhooked the old fore top sail. Short a cut one at 6 PM vivid lightning & heavy thunder but the ship to double reefed top sails. middle part very heavy squalls which compelled us to cut down the top sails. at 6 $\frac{1}{2}$ AM fine looking weather. barometer at 29.90. turned the reefs out the top sails set 1/2 & 1/4 at 10 AM wind hauled to North & blew with great violence. called all hands to work & hauled every thing but close reefed Main top sail. & storm sails. at 11 AM more moderate. set fore sail. & close reefed Mizzen top sail. during the night & at the wind hauled to North & was very changeable. in squalls. veering ship often to get to the North
Lat 34 58 N Long 74 26 W Bar 29.94 Air 74 water 82 deg

off Sattaras bound to New York.

1861

Friday Sept 20th Wind fresh, moderate with thick weather, lightening at 12. Mordon set close reefed fore-top sail.

Ship heading ENE, a sail to windward heading the same. at 7 P.M. clear weather but rough surf. fore & Main top sail. stowed sails over the board at the Mainmast. at 9 P.M. men in the cabin left orders to make all sail if it did come up & squally. at 11. midnight we were becalmed. the surf set the Main top sail at Main Mast & top gennail. at 4 AM when at daylight 3 sail in sight west part baffling winds from North heading E & ENE we were astonished & surprised to find the ship had made but eight miles to the north they had 48 leagues.

Lat Oct 34 14 N Long 74 38 W Bar 29.9 air 81 water 83 deg

Saturday 21st Wind North at 12. South steered S & E. at 5 P.M. set studding sail at 8 P.M. wind S by E. at 6. AM a heavy & great storm us. cloud down all the topsails. at 8 AM made all sail. west part moderate wind at 12. steering North. 2 sail in sight at 11 P.M. a Boat passed us heading N & N. This day I hoisted sand ast in lower hold to trim ship. I found it improved her sailing very much. by a sail is had steering same as ourselves. by our observations we have had a strong current setting us S by E. although the longitude by chronometer gives us in the Gulf Stream & the temperature of the water also.

Lat Oct 35 36 N Long 74 Bar 29.90 air 82 water 83 1/2.

Bound for New York

1861
 Sunday Sept 22 Wind N.W. Fair weather
 heading north. all sail set. a bark ahead
 coming up with her fast. at 3 1/2 PM wind veered
 to S.W. at 4 PM wind shifted at dark saw lightning
 all round at 5 AM a squall struck the ship
 with every thing out. brot her to double reef
 topmasts without calling the other watch
 found it by 10 AM. at 5 AM when the wind veered
 to N.W. we continued the remainder of the
 afternoon at 11 AM got topmasts over single
 reefed topmasts. thick rainy weather. but a
 rising barometer. a brig in sight heading same
 as ourselves. yesterday afternoon at 4 1/2 PM
 altered the colour of the water to a muddy green
 & the temperature to 78 deg. at 2 PM to 83 deg. at 7 PM
 to 80 deg. at 7 AM 72 deg at noon 74 deg
 Lat by Dec 37.10. Long 73.30 Bar 29.77 Air 72 water 74

Monday 23. Wind S.W. Fair weather. Ship
 heading N.E. under single reefed topmasts and
 topmasts set overboard. at 3 PM the ship
 to N.W. at 6 AM clear weather made all
 sail. at 7 AM rounded. got bottom with 50 fms fine
 sand. tacked to E.S.E. 2 sail in sight
 at 7 AM air 64 deg. water 74. depth of water 50 fms
 Lat Dec 37.36 Long 74.18 Bar 29.93 Air 73 water 74 deg

Tuesday 24. continued light air at 1 PM ship heading
 N.E. by E. 2 sail in sight at 1 PM tacked to N.W.
 at 6 AM a steamer passed us. steering
 different course. but went over. at 8 PM
 steering N.E. at 9 AM rounded in 21 fms
 fine grey sand. at 11 AM tacked ship to E.S.E. light
 ship on 5 fms bow bearing North dist 2 miles
 at noon rounded in 11 fms white sand & yellow stones
 Cape May. N.E. 18 miles dist. at 7 AM air 67 water 69 deg
 Lat Dec 38.50 Long 74.40 Bar 30.13 Air 68 water 70 deg

Journal for New York

1861

Wednesday Sept 25th. Wind N E moderates & pleasant weather. heading E S E. all sail set several sail in sight. at 6 PM tacked to N W. at 4 PM saw Cape May & ~~Wachusett~~ lights. the former bearing N by S latter N W. at midnight tacked to N W at 4 Am to N E. at daylight 5th Am 11 sail in sight. & the land from N W. to S W. dist 15 miles Wind North, & headed gradually to E N E. at noon. tacked to North. saw 3 Bigs & a great many schooners in sight at 1 PM Am. sounded in 13 fathoms some yellow gravel & shells at 7 Am 11 fathoms water at noon 27 fms sand & shells Lat 39 08 N Long 74 10 W at 7 PM water 78 fms

Thursday 26th Wind baffling from E N E. ship heading North all sail set. at 4 PM wind veered to East headed N E. at 6 PM took a Pilot (John Phillips) from boat James. Away. to go. Wind E S E. Steered N N E. & N by E during the night. wind South & S W. at 3th Am lost sight of Barnegat light bearing S W. at 4 Am saw the Highland light bearing North. at 5 Am steered North. at 6 Am long branch town bore N W. back dist 4 miles Highland bearing N by W. at 8 Am wind landed to West. at 9 tacked to South. at 11 PM at noon. over-night lights bore N W. South. dist 24 miles Lat 40.24 N Long 73 53 W Bar 30.05 Therm 78 deg

Friday 27th Sea acct. covered with light clouds at N E. pleasant weather. Steering N N W. to former & lower studding sail set. at 3 PM came to anchor off the Battery. next day toward New York to Brooklyn & back.

Journal of a voyage from
New York to Hampton Roads.

Saturday Oct 12 Sea calm.

Wind light, heavy weather ship
at anchor in the stream, at 3 PM
the Capt & Pilot came aboard with
in their tug. Stillman Wills.
The tug hooked on to the ship
bore up the anchor, & proceeded
down the bar. At 6 PM the tug
cast off, at 7 PM the Pilot left
us. Land took light bearing
SSE, made all sail, stowed the
anchors, & set the watch. Ship
heading SE by E. at 8 PM with a heavy
sea from south, at 9 AM fresh gale, W wind
we then hauled to top sails, & struck the Mizzen top sail.
wind hauled to NW, & hauled up sail against a heavy head
sea, coming in on the bow. at 11 AM cleared off land
three schooners & a brig heading in our way. Log 11 AM 73.30
Lat Oct 3 9.25 S. Long by Chron 73 14 W. Bar 29.70 Ther 66 deg

Sunday Wind West brisk gale. Fair weather
Ship heading SSE under top sails & courses
against a heavy head sea. at 1 PM rounded
in at the Greyhound, Yellow Spots, at 4 PM at Montpelier
Galveston. at 4 AM wore ship to N. N. W.
at 7 AM wore to SE. at 9 AM wind
veered to S. & blew on. Set the ship to
two bottom masted top sails, courses &
storm sails. Ship heading SE by W
next had a very rough sea on, water
coming over her fore & aft. pursuing every
two hours. top sail in air at 12 noon
under very short sail.

Lat Oct 38 12 S. Long 73.44 W. Bar 29.70 Ther 67 deg

Bound to old point Comfort
1865

Monday Oct 14. Commenced strong gale
at 1 PM clear weather and an off by
sea running ship laboring very hard
at 2 PM turned a reef out the Main top
to steady her. at 4 set 1st top sail. at 9 PM
turned the reefs out the top sail. at
midnight made all sail. the wind
N.W. wind set in at 8 AM set standing
at 4 PM had strong wind. light at noon
a great many vessels in sight & a steam
chasing. but kept clear of us at
noon. Downed in 15 fathoms.
Lat 37° 18' Long 75° 28' Bar 30.10 Ther 68 deg

Tuesday 15 light air from north. at 1 PM
calm. at 3 PM took a breeze at S.W.
headed N.W. at 4 PM 3 Steamers in sight
made signals for a tow. but none of them
noticed us. at 6 PM were ship to the South. Hog
Island bearing N.W. by N. Dist 10 miles. S.W. by
Island S.W. 15 miles. During the night
wind very light. at 3 AM were ship to
N.W. at 7 AM to S.W. several sail in sight
rest light air at 10 PM & pleasant weather.
Current setting N.E. last night there was
no light set on hog Isld light house
Lat 37° 08' Long 75° 28' Bar 30.10 Ther 73 deg
at 10 AM 13 fathoms gage or 2 p. noon 14 fms. f. S.W. Shells

Wednesday 16 a very light air at 10 PM ship
heading South. at 2 PM a Steamer passed up
steering N.W. for the Chesapeake. signaled
her for a pilot or rather for a tow boat
she did not notice us. at 3 PM took the
wind off S.E. steamed N.W. saw some
Island and light house, but there was no

no light during the night at 9 PM
the wind left us & the current set us
to E. & E. at the rate of three knots. at 10 PM
came to anchor. at 3 AM a fine breeze set
E. & S. E. weighed the anchor made all sail
& steered S. by W. 4. then S. by E. at daylight
saw Cape Henry bearing W. by S. dist four
or 6 miles. at 8 AM saw the buoy bearing
W. by N. & steamed for it at 9 AM. took
a pilot from Board Cooper of Baltimore
& steered up by N. for Old Point
the Union fleet in sight

Thursday 17 Wind E. & S. E. fine weather
steaming at 10 knots for Old Point Comfort.
at 2 PM came to anchor amongst
the fleet in 12 fms water amongst
a fleet of steamers & schooners
after being at anchor while fished; an officer came
on board & ordered us to take our anchor &
move further in. which we did. & got all
ready for delivering coal. latter part
employed variously. Wind E. & S. E. this forenoon
the Thunder Vanderbilt towed the Great
Republic in. Steamer Baltic, towed the
Chippewagon Ship Ocean Explorer of Boston.
i.e. Lat 37.00 Long 76.10 Bar 30.10 Ther 72 W. 8

Friday 18 Wind E. & S. E. cloudy weather. all
hands employed darning up the fore rigging
at 3 PM winds weather at 4 PM a large
steamer came in, loaded with troops
at 7 PM the wind & rain held up. at 8 AM
a light breeze from South. loaded the sails
to dry. rest of day people employed
about the rigging. Capt. & boat crew ashore
trying to get some blacksmithing done
Thermometer 24.78 Thermometer 79 deg.

Lying at Old Point Comfort under the guns of
Fortress Monroe. awaiting orders

1861

Saturday Oct 14 Sea acct Wind E S E fair, we rose
at 2 PM went ashore & got the bulk up from
strapped, took it on board & set up the guns
& Main Rigging, at daylight wind S E
hazy & foggy at 10 AM the fog cleared
all hands employed variously.
at noon Barometer 29.80 Thermometer 77 deg

Sunday 20. Wind N S W. clouds weather
improved & hoisting coal forward to trim
the ship more for the head. at 1 PM
a small tug boat came down from
Forsyth under a flag of truce, a union
tug met her a mile outside the fleet
& communicated with the Commodore
our Protection Ship Cape Sable. Old point light
E S E, landing wharf, A E. dist 1/4 of a mile.
Newport, Bars S S W. dist 6 miles. Sewals Point
South 3 miles. at 4 PM rain at 6 AM
wind N E. latter part brisk wind
and fair weather. Bar 30.00 Ther 72 deg.

Monday 21. Wind N E fair weather at
6 AM wind E S E. brisk breeze at 8 AM
received the ship as a prize. Let of the ship
Anchor & took her up. at 11 PM the
ebb tide made. and the steamer Star
of the South coming, & came in
collision with us. & carried away
our Port Cat head. we then collided
collision with the Great Republic
& carried away our Stibborn. Starboard
cat head, ripped up covering board
forward, Boysprit cap. Dec off the bowsprit
ripped off the stow in left to the
Bar 30.08 Ther 70 deg

Dr Roy & Noddell in account current with Ship James Coffin Cr

1861	1861			
Feb	Disbursements	at Aspinwall \$264620	Feb By freight & charges	\$264620
Mar	"	Notice in 224900	Mar " Drafts on Mess Japan & Amstruck	\$233216
Mar	"	Horse in 343780	Mar " Freight	420491
June	"	Credit in 177594	June " Cash for oil & draft on Japan & Amstruck	231007
Aug	"	Aspinwall 296617	Aug " Freight & charges	\$12760

Set colors for assistance but none
came. at 4 P.M. set colors in
distress. Ensign Union down. When
the Capt of the Humboldt came
aboard with a boats crew, & helped
us try to get us anchored; worked till
dark, & found we could not. & we gave it
up. The anchors being foul. We set
the Ensign in the Main Rigging for a
Steamer; as soon as Capt Car came
aboard; but none came. During the
night strong winds & rainy weather
at 4 of one Am. the tide turned to
the Westward. and we fortunately
kept clear of both vessels. At
daylight set the ensign in the
Main rigging for a Steam tug to
assist us in taking our anchors,
(or rather to hold us. While we
took them; as the tide is running
very powerful; and vessels anchored
all around us. None coming. At 11
Am we went ashore and saw Mr. Davis
the director of the tugs, but could not
get over. At noon came a boat.
Dec 29, 94 Dec 7

Wednesday, 23. Bore north misty
weather. At 11 P.M. the tide turned, &
we commenced heaving in on the cables
stem a line on the propeller. & hove
up both anchors. Cleared them overha-
led, a range of cable. Propped the ship
through the fleet to the Eastward and
anchored in 12 fathoms water at 5 P.M. and
paid out 30 fathoms chain. At daylight cleared
the decks & got aft ready for discharging coal.
at 11 Am went ashore and got a piece of

White oak plank 3 feet long. 6 x 6 wide
of the Lieutenant of the Ordnance Department
for a bed to our Boatswain. all hands
employed refitting the vessel
Bar 29.81 Ther 68 deg

Thursday Oct 24. Sea act. Wind N E
fresh gale & clear weather. all hands
employed refitting the ship gear & a
boom to send out. at 5 PM Capt Saxe
came aboard to see us about going with
the Expedition. and agreed to see us again
in the evening or next morning; and said
he would send Carpenter to assist in
putting us in order for sea. but would
do it next morning. at 8 AM we went
ashore and saw him. and he agreed
to tow us and furnish a daceon
at noon still were hurrying up the
Carpenter; all hands aboard the ship
hard at work getting a daceon
rigging ready to send out
Barometer 30.18 Ther 68 deg

Friday 25 at 12th Meridian came aboard
with three Carpenters & stock to patch
up so we could go to sea. and they
went to work immediately to putting
on temporary cat head. covering board
outside plank &c &c sent out daceon
& lashed it and set up the rigging at 5 PM
saw the Carpenters ashore at daylight went
at 8 AM went ashore; saw Capt Rufus
Saxton. and he signed a document where-
in he agreed to pay one hundred dollars per
diem for the use of Ship Jones Coffin. & to pay
the mains in the employ of the United States Govern-
ment. came aboard & got ready for a tug boat more. came
Barometer 30.40 Ther 64 deg

Lying at Hampton Roads. off Fort Monroe
1861

Saturday Oct. 26 Sea Acet. Bired E S T cloudy
weather all hands employed in Ships duty
at 3 1/2 PM a steamer tug came alongside. after we
hoisted up our anchor she towed us outside the
fleet near to the Ocean. ~~The~~ ~~the~~ steamer
that is going to tow us to Dixie and we anchored
in 7 fathoms water. light house at Fort Monroe
on N.E. dist 3/4 of a mile. at daylight light
winds at S.E. & overcast.

Barometer 30.24 Thermometer 71 deg

Sunday 27 Wind light from S.E. smooth sea
& fair weather. Lying at, or off, Old point
Barrington. all ready for sea, at 1 PM boat
where Sam Capt Saxon who said he was going
to put some gun coming on board;
came aboard, got Pondons & tables. At 8 PM
ready to receive them but they did not come
as darkness commenced raining; at daylight
wind North rainy weather. at 8 AM
the clouds broke but blew strong

Barometer 30.14 Thermometer 67 deg

Monday 28 Wind North fresh breeze and
clear weather at 1 PM the Goldspublic
was towed by us with three propellers fast
to her, and her anchored was fouled
with two turns round the flukes. I mention
it because the Capt told me, the Goldspublic
never fouled her anchor; middle part
the wind blew fierce in gusts; which
drove the ship against the tide, harsh to the
steamer Illinois; by turning the yards & wheel
we kept clear of her. latter part, cool
& clear weather. at 6 AM the Ther was 58 deg in
our state room. at noon was 50.07 Ther 62 deg

Going at Old Point Comfort. Va.
1861

Tuesday Oct 29th Sea account: commenced with fine clear weather, wind N. N. W. at 8 am a gun from the Frigate Dubouché the flag officer: was a signal for the fleet to get under way: soon started & took our anchor; at the request of Capt. Leaburn: that it go again to keep clear of the Steamer after she took her anchor & weighed ahead; we took ours: set fore & Mizzen topsails & started at 10. after the Commodore; at 11.45 we hove to for the Steamer to hook on to us: instead of going ahead to take our line, she crossed our stern, so near she struck our spar, boom, & split two boats: blew the bolt out the Mizzen mast, & unhooked the spar boom: made fast, & moved us outside Cape Henry then slowed down to wait for the fleet to come up; at noon light house on E. Henry, bore N. N. E. dist 8 miles. Lat 36.53. Lon 79.81 Ther 61.4

Wednesday 30th. Wind west a fine breeze and pleasant weather. in tow of Steamer Ocean Queen; going ahead and stopping at intervals to keep astern of the flag ship there are between 40 & 50 vessels on the fleet, from a large Frigate to gunboats. Large Ocean Steamer & ferry boats at midnight the wind blew fiercely in gusts with a high confused sea running; at 6 am hauled up N. W. and met the sea and they would come right in over the bows, and fill our decks with water: Wind S. W. to N. E. at daylight one the ferry boats set adrift in distress, the flag ship sent a steamer to assist her. Lat 36.35. Lon 79.10. Bar 29.70 Ther 72 deg

Round

Thursday 31st Oct 1861. Sea acct. Wind S.W. strong
gales, rough sea, and clear weather. in
tow of Steamer Ocean Queen of New York
making S.W. at 6.48 P.M. the wind blew fiercely
with a sharp sea running, which would come
over our bows & flood the decks at 8 P.M.
Barometer began to rise. at 9 P.M. wind & sea
began to abate. at daylight moderate wind
at N.W. & fair weather. Storing S.W.
Several of the fleet missing, among them
the Ship Ocean Express and Steamer Baltic
Ship ~~Golden Eagle~~ & Steamer Illinois
Lat 44 33 N Long 76 00 W Bar 29.97 Ther 73 deg

Friday Nov 1st Commenced with beautiful
weather; wind N.W. Storing S.W. by 9. after
the Commodore, in tow of Steamer Ocean ~~Queen~~ ~~bride~~ the
sail tried them at 5 P.M. later at 8 a light breeze at East
at 4 Am. a stiff breeze at S.E. increasing, and
sea rising; at 9 Am the Steamer Baltic & Ship
Express rejoined the fleet
Lat 46 33 N Long 77 48 Bar 29.58 Thermom 72 deg

Saturday. Wind S.E. strong gales and high
sea running Steamer towing us S.W. by N. The
sea breaking over the Port rail fore & aft
one of which knocked our Port anchor
off the rail in board. Ship rolling violent
thru; at 8 P.M. the anchor parted two fathoms
from our chain; hove in the chain & set the
New Spencer heading S.W. at 9 P.M. wind
hauled to West at 4 Am. some ships
to the South at 6 1/2 Am set double reefed
the topsail. Close reefed. Fore & Mizen & Fore sail
at 9 Am. wind increasing in Fore sail, Mizen, Topsail
remainder of the forenoon strong gales
Lat 46 32 N Long 78 00 Bar 29.58 Ther

Bound for Fort Royal S. C.

1861

Sunday Nov 3. Wind N.E. Strong gales. and a heavy sea running ship laboring very hard hauled, shipping large quantities of water on the weather side, shrouled over her cottonation & tons. to right ship, then rode partially succeeded. at 7 P.M. wore ship to N.E. at midnight wind began to abate, at 3 Am. set. Fore sail, reefed Main to haul. at 6 Am wore ship to South spoke a 3 masted propeller, Gunboat. with, but 6 hours coal on board, enquired if we had seen the commodore. said the vessel keep company with us. at 11 Am three steamers, three ships in sight. at 11 Am wore ship to N.E.

Lat 06 32 27 N Long 78 08 Bar 29.76 Ther 66 deg

Monday Nov 4. Wind N.E. Strong gales. & rough sea. Ship under single reefed to hauls, Comms & Lib. at 4 P.M. wind hauled West freshened, in Lib. at 4 P.M. passed two Gunboats, steering N.W. - one towing the other at 6 P.M. double reefed the to hauls. at 7 P.M. wore ship to S.E. at midnight close reefed Fore topsail, sea coming in over the bow same as though she was a rock at 1 Am in Main sail. at 3 Am wind & sea began to abate. Ship heading N.E. set the Main sail. at daylight 3 ships in sight. one ahead two off the lee bow. set up bobstays. Lift guns. whistled, and made all sail at 8 Am. rest part watch employed setting up rigging and shrouding over coal. from starboard to Port side between decks. to right ship. Lat 06 32 32 N Long 78 34 W Bar 29.94 Ther 65 deg

Bound for Port Royal S. C.
1861

Tuesday Nov 5th Wind baffling from
N. N. W. clear overhead. but haze low
down. Ship heading S. W. all sail set. water
employed. heaving over coal between decks
at 3 P. M. finished. bent a new fore & main
stay sail. & Main Spence. middle & latter
part. wind very baffling. and a strong
current setting N. W. at daylight. spoke
the same lumber boat we spoke Sunday; had
just completed coaling, from a schooner
at anchor. when she steamed off to the
N. by E. at 11 A. M. the schooner went out
of sight. leaving E. by S. still at anchor
at 7 A. M. the ship Golden Eagle, passed to
windward of us on the opposite tack
at 8 A. M. we heaved to N. N. by E.
Lat 32 17 N Long 79.00. Dec 24 96 Thursday

Wednesday. Commenced with a brief. Westerly
wind & fair weather. Ship heading
N. N. W. with all drawing sail set.
at 4 P. M. heaved N. W. at 5 A. M. by N. S. sail in sight.
at 5 A. M. saw a large vessel to windward. Steaming
directly for us. but she could not catch us
& dropped astern. at 7 P. M. rounded in 7 hours
10 A. M. were ship off shore to S. E. at 11 P. M.
hauled to N. N. W. at midnight double reefed
the topsails. threw ship in a sea. at 4 A. M.
in wearing ship to South. the S. E. went to pins
at 3 A. M. we fueled the Main sail at 7 A. M.
clear reefed fore & main topsails. at 8 A. M. saw
two schooners. in sight at 10 A. M. Wind West
& a heavy sea from S. S. W. hauled up & fueled
the Fore sail. fortunately. we bent a new Storm
stay sail & spence. Spent at noon in refueling
Lat 32 28 N Longitude 79 07. Dec 24. 88 Tue 7 2

Bound to Port Royal S.C.
1861

Thursday Oct 7. Wind West. Strong
gales. and an ugly sharp sea on
Ship heading S.W. under close reefed
Fore & Main top sail, & Storn sails. at 4 PM
were Ship to S.W. ship rolling violently
at 5 PM set Fore sail, & turned a reef out
Fore & Main top sails. at 9 PM wind veered to
N.W. were to N.E. at 11 PM, wind North.
steered West. at 3 AM began to moderate.
made sail accordingly. at daylight saw
the land from N. to North. but a
mist lit & set in. at 9 AM, hauled up
S.W. & sail in sight. at 14 of 10 AM. the
battle commenced between the Union fleet
& confederates; at Port Royal; & was kept up
at noon still fighting; we could hear
the report, & see the smoke from their
guns. bearing N.W. dist 25 miles
Lat 32 20 N Long 80.00 W Bar 30.00 H 68 deg
Soundings at noon 8 fathoms

Friday 8. near cabin at 1 PM took a
light breeze at S.E. heaved S.W. & S.W. at
3 PM. the wind left us with a light air
and a current setting in shore. saw a
ship standing out of and made
short tacks to work up to us. at 3 1/2 PM
a fine breeze struck from S.W. the ship
of course to S.E. when the fire was got the
breeze she set a large gaff top sail at
dark lost sight of him. at 10 PM taken
to N.W. at 4 PM at 6 AM at daylight
saw sail in sight. 3 ships at anchor
at 4 AM saw the whole fleet are anchored
at noon Lat 32 20 N Long
Barometer 30.00. thermometer 68 deg

Anchored at Fort Royal, S. C.
1861

Saturday 10th of Sea Act. Breeze with
clear weather. Wind S.W. Ship heading
West. at 2 P.M. the outer boom of the
Main sail. Stowed in for the hatches. At 3 P.M.
at 4 P.M. went West. at 3 P.M. anchored in other
water. in company with the Union Fleet
found they had captured the Rebel
batteries on both Islands; with all their
guns, and Ammunition. at 2 P.M. yesterday
the Rebels, 300 strong, made their escape under
cover of the smoke through the woods to the
opposite side of the Island; & were taken off
by Steamers. Several dead & dying were found
in the woods; there were eight killed & wounded
on the Union side, 5 on the flag ship Mabuch;
& three on the Pombia; middle and latter part
five o'clock all hands employed in Ship's
duty. great activity prevails in the Fleet. Strapping
landing troops, baggage, provisions, stores,
horses, wagons, & all the materials of war.

Sunday 11th Sea Act Wind S.W. fine weather
all hands employed in Ship's duty under
the Main sail. Stowed it below. at 4 P.M.
when Governor & Honor. Officer came aboard
to see me. at 4 P.M. Mr. King called
on board to see me a few minutes.
After he left Mr. Smith & self went ashore
all was busy loading stores & war material
Barometer 29.98. Thermometer 75 deg.

Monday 12th Wind S.W. clear weather
at 7 P.M. a dense fog. Set in & continued
till 9 A.M. when it cleared off. Loosed
and braced the sails. & re-furled them
Barometer 30.10 Thermometer 75 deg.

Lying at anchor at Port Royal, S.C.
1861

Tuesday Nov 12. light S E wind and
fine weather throughout. all hands
employed in Ships duty. put the tackle
on to set up Mast stay & found it eye & eye
sent it down & shortened it. set it up
Barometer 30.20 Thermometer 79 deg

Wednesday 13th Wind S.E. fine weather
throughout. employed fitting and setting
up. lower to mast & to right rigging to the rigger
Barometer 30.16 Thermometer 78

Thursday 14th Fine weather throughout
wind S E to S W at 5 1/4 PM the U.S. Surveying Schooner
Capt Mitchell, anchored near us.
Barometer 29.94 Thermometer 76 deg.

Friday 15th Wind S.W. at 5 1/4 PM. the Capt
returned from foraging with 14 turkeys
6 ducks, 1/2 pumpkins, 3 dozen oranges &c &c
and a fine hog. latter part fresh winds
at 10 Am. ~~with~~ ^{with} ~~shore~~ after-come
Barometer 29.74 Thermometer 80 deg

Saturday 16th Wind S.W. heavy weather
at 2 PM the boat returned with 2 large
bags & a basket of corn. at 3 PM a steamer
arrived from York with the Mail. but
nothing for the Genl. Coffin. at 5 1/2 the
fog set in. at 8 PM wind veered to North & dispersed
it. at 1 Am the wind blew heavy in gusts; several
vessels dragged their anchors. at 3 Am the wind
began to abate. latter part clear weather
all hands employed in various useful labors
Lat 32° 10' N
Barometer 29.98 Thermometer 70 deg

Port Royal South Carolina

1861

Sunday Nov 17. Sea acc^d wind North. brisk gale and clear weather. latter part moderate and pleasant. during the night the wind & air was cold, which made thick clothing comfortable.

Barometer 30.04 Thermometer 66 deg

Monday 18. Wind North, cold clear weather latter part calm; but 5 bushels sweet potatoes. Lat 22 12 Barometer 31.04 Thermometer 67 deg

Tuesday 19. Calm. till 4 P.M. middle and latter part brisk winds from the North & E. at 8 Am the English Frigate Immortal stepped in to the harbor, with a Pilot the Commodore sent him anchored outside the fleet, and saluted the Commodore with 19 guns, and the

Barometer 29.10 Thermometer 68 deg

Wednesday 20. Wind N & E. fresh breeze & fair weather, at 1 P.M. the Steamer Behndere arrived with a mail from N York; but nothing for the Lerma, Coffin. These three nights past the air has been very cold. Thermometer in the cabin 58 deg. Barometer at noon 30.09 Thermometer 58 deg

Thursday 21. first part light winds at N & E. latter part light winds from N & W & east.

Barometer 30.08 Thermometer 66 deg.

Friday 22 first part, light winds at N & W latter part wind N & E hoisted the sails and dried them. Barometer 30.14 Thermometer 66 deg.

Lying at Port Royal. South Carolina
1861.

Saturday November 23. Wind S.E. moderate
breeze & cloudy weather at 4 P.M. the swell
commenced heaving in at midnight the wind
shifted to N.W. & blew heavy in gusts
at daylight. one of the gunboats, a steamer "The
Daniel Webster" a Brig & Schooner, foul of each
other, & before they got clear, were all more
or less damaged. at noon more moderate
Barometer 29.86 Thermometer 62. deg.

Sunday Nov 24. Wind N.W. brisk breeze
& clear weather. last & strong wind S.W.
fresh gale and clear cool weather.
Barometer 29.78 Thermometer 56 deg.

Monday 25. First part fresh wind at
S.W. clear weather at daylight moderate,
at 7 P.M. strong winds; latter part fresh winds
at N.W. clear cool weather; at 7 P.M. the
boat went ashore after a cask of water
Barometer 29.93. Thermometer 54 deg.

Tuesday 26. Wind "N.W. Strong gale.
at 2 P.M. Mr. Smith got alongside with a cask of
fresh water. he was compelled to stop at
a steamer until the tide turned. middle of the
first light winds fresh. N.W. pleasant weather
at noon a ferry boat came in, flying Spanish
Colours. soon after went alongside the Commodore
Barometer 30.12 Thermometer 62 deg.

Wednesday 27. Wind N.W. breeze & moderate
latter part wind S.E. at 8 A.M. started up the
river to see Pulley & negotiators; at noon the
Ocean Queen left with the mails for Norfolk
Barometer 30.12 Thermometer 68 deg.

Living at Fort Royal South Carolina
1801

Thursday Nov 28th. Commenced light winds
at 1 P.M. pleasant weather at 3 P.M. the boat
returned with six brook's potatoes, one
sheep, one tur. hog, 3 dozen eggs, fowls & other
at 11 P.M. 12 o'clock. The Greenville arrived with
the Mail; at 5 P.M. went ashore after letters;
mail wait open. middle part wind blew hard
in gusts; latter part light winds at 8 P.M.
warm pleasant weather.

Barometer 30.12 Thermometer 70 deg

Friday 29th. There 24 hours moderate winds
from S.E. to S.W. pleasant weather. at
11 Am the Steamer Mayflower came along
side, made fast & stowed us further to the
A.M. in, smooth water. at noon anchored
in 7 fathoms water. low tide. Hilton head
bearing S by E. 8 Sail point E by N.

Barometer 30.00 Thermometer 76 deg.

Saturday 30th. Wind S.W. moderate & pleasant weather
but middle part strong gales at S.W. at 8 Am.
squally with rain. at 10th Am wind hauled
to S.W. and cleared off rest part all
hands employed taking coal from aft and
putting it forward in the lower hold
to trim the ship. Bar at 7 Am 29.70

Barometer 29.80 Thermometer 72 deg

Sunday December 1st. Sea account. Wind S.W.
breezy & clear weather. latter part light winds at
S.E. hoisted all the sails and dried them. Bar 30.03 Ther 72 deg

Monday 2nd. Wind S.E. pleasant weather. the A. Atlantic
arrived direct from N York, with a Mail. at 7th Am went
ashore & got letters dated 22nd 24th Ult.

Barometer 29.70 Thermometer 70 deg

At Beaufort South Carolina.

1861

December 3. Commenced fresh winds at 5 AM cloudy weather. at 5 PM ^{rain} lightning, with thunder at 6 PM a squall of wind and rain passed over us from S.W. when it fell calm with rain. at 1 AM the wind came from S.W. and blew heavy in gusts. at 7 AM it began to moderate. at 5 PM Bar 29.70.

Barometer at noon 30.17 Thermometer 62 deg

Wednesday 4. Commenced fresh winds at North cloudy weather. at 3 PM the Steamer Boston & Delaware arrived with the U.S. mails. latter part clear weather. loosed the sails to dry. Barometer 30.28. Thermometer 76 deg

Thursday 5. Wind East N.E. fresh breeze and clear weather. latter part light wind and pleasant. employed repairing sails; at noon the U.S. Sloop was towed in from sea. Barometer 30.36. Thermometer 74 deg

Friday 6. Wind N.N.E. fresh part light winds latter part brisk wind & clear weather. at 8 AM left the ship for Paris Island. at 10 AM the Great Republic left for New York, in tow of Steamer Star of the South. Bar 30.38 Therm 72

Saturday 7. Wind N.E. brisk breeze and pleasant weather. at 4 PM boat returned, with a few ducks & five bushels potatoes 3 do Corn. one do potatoes. at 8 AM sent Mr. Munter with a boat & four hands after fire. wood. at 11 AM the whale ship Corea of London was towed in & anchored in the harbor. the reg. as on Paris Isld said the Rebels came on the 10th a week, the night before, took fire to a barn filled with grain & a warehouse filled with cotton. a 1000 bushels corn, 70 bales cotton. Barometer 30.27 Thermometer 73 deg.

Sunday Dec^r 8th 1861. Wind. S. E. cloudy
weather. at 1 P.M. Mr. Martin returned with
a boat load of wood, 2 pigs, & a cat.
next part moderate, the Cora & Robin stood
off Mistie, part of the Stone fleet anchored
in the bay. came from Havana last.
Barometer 30.20 Thermometer 79 deg

Monday 9th fine weather throughout. at 4 P.M.
the St. Josephopolitan, & Illinois, arrived
the U mail stopped. Bar 30.04. Thermometer 69 deg

Tuesday 10th all these 24 hours nearly calm
at 4 P.M. the British Sloop of War went to
sea: and several of the Stone fleet came in
at 8 Am. the Capt started for anchorage
Beaufort, at 11 Am. at 10 Am. the ship which
came to anchor in the Bay.

Barometer 30.06 Thermometer 70 deg

Wednesday 11th Received a light air from
the North; and pleasant weather. at
12 Am. the British Brigate Junot left
went to sea: at 7 P.M. the Capt returned
from Beaufort, with turkeys, ducks,
hens, and a large bag of beans.
this day the hullance of the Stone fleet
arrived in the harbor

Barometer 30.06, Thermometer 71 deg

Thursday 12th calm and pleasant. at 1 P.M.
went on board the Sp. Archer, Capt Van Buren, then
to the St. Child. Capt G. Ford thence to shore, to
mail letters for home. by St. Illinois. at
midnight the wind came out from North and
blew with great violence. til 3 Am. when it began
to moderate. at 8 Am. took the foretopail on deck
& commenced repairing it.

Barometer 30.38. Thermometer 70 deg

Lying at Port Royal, Harford District
1864

Friday Dec^r 13th. Wind S. by E. fresh breeze
through cut; employed repairing sails.
Barometer 30.37 Thermometer 75 deg

Saturday 14th. Continued strong winds from
North. Clear weather. at 2 P.M. finished
repairing the Foretop sail. Unbent the
Maintop sail, & stowed it below; some
hands employed, scrubbing & scraping the
sides, latter part light winds & pleasant
clearing & blacking Iron work. The day before
3 P.M. a large English prize ship was towed
in. taken off Larcum 90 days from Liverpool
Barometer 31.37 Thermometer 76 deg

Sunday 15th wind light from S. pleasant
weather. at 5 P.M. the Steamer Erie came
from N York. with troops. Stores. latter
very pleasant. Capt. Smithworth. Capt. Allen. Safford
& Mr. Gage. dined on board the Tonal on roast
turkey & plum pudding.
Barometer 30.28 Thermometer 76 deg

Monday 16th. Calm. middle latter part, moderate
winds from North. at 8 Am commenced painting,
at 11 Am the Steamer Commodore came along-
side. with an order from Capt. Saxton for 6000
ton coal; and we commenced delivering it to her.
Barometer 30.30 Thermometer 74 deg

Tuesday 17th. All there as before light and
pleasant weather. at 2 P.M. the Commodore
left to go up the river. at 8 Am she came
alongside again. to take 1000 ton. at 11 Am
more of the store left for Charleston
Barometer 30.30 Thermometer 68 deg.

Wednesday December 18th. Calmed light air
from S.E. & pleasant weather, employed discharg-
ing coal into the Commodore; at 10 Am she
finished coaling, hauled off.
Thermometer in shade 70 deg in the Sun 97. Bar 30.27

Thursday 19th. Wind West light air & pleasant
weather, employed scraping & cleaning the boards. at
at 3 P.M. the Mail arrived in a U.S. Gunboat.
at 10 Am went ashore after letters & fresh water. found
but one letter for the ship, for O. Neil, two papers.
Barometer 30.23 Thermometer 72 deg

Friday 20th. Most of the 24 hours light air
& misty weather. The Steamer Empire City
went up to Beaufort to discharge her
freight, that was taken in to go on the
Southern Expedition, but afterwards abandon-
ed, at 9 Am the St. Vanderbilt arrived from
Bar 30.10 Thermometer 68 deg

Saturday 21st. Wind S.W. cloudy weather. middle part
sailing til 8 Am latter part employed starting
water. Bar 30.20 Ther 68 deg

Sunday 22nd. Wind North. brisk gale & cloudy
weather. latter part S.E. brisk gales.
all the Captains & officers of the stone fleet on board
the Steamer Calaba. Bar 30.24 Ther 64 deg

Monday 23rd. First part light winds at 1 P.M. at 8 P.M.
dark cloudy weather, with vivid lightning. during
the night squally, with heavy rain; last 5 hours
strong winds & clear weather.
Barometer 29.89 Thermometer 72 deg

Tuesday 24th. Wind N.W. fresh gales and clear weather
at 4 Am commenced hoisting in chain at 6 Am the St. Mary flower came along side
to take us to Seabrook but parted, came again & got us aground. at
noon lay aground waiting for the tide
Barometer 30.10 Thermometer 68 deg

Aground off Hilton head Island, near Seabrook.

1861

Christmas day.

Wednesday Dec^r 25th. Commenced a light breeze at S.E. & pleasant weather, at 12th. The ship floated & proceeded to Seabrook wharf. got within 28 feet of it when she brought up in the sand made fast to trestle & to wharf. Carried a kedge out astern to hold against a N.W. or N.E. wind. discharged two tons coal, into the *the Mary Glover*, Capt. J. O. Phillips. rest part pleasant weather. covered the sails to dry, and scraped the boards, at four water the ship lay aground, there being but 12 feet water alongside: & 4 ft on N. & 6 ft on South end of the wharf. Bar 30.14 Thermometer 70 deg this morning the hoar-frost covered the wharf.

Thursday 26th. This day reached time mended fine weather. through out employed about the rigging, and scraping and slackening the boards. lying aground at Seabrook. Barometer 30.14 Thermometer 70 deg. Schooner *Arago*

Friday 27th. Commenced light wind from N.E. & pleasant weather, at 1 P.M. commenced discharging coal on a chute, leading to the wharf. latter part pleasant employed discharging coal, went to Port Royal & got letters from home dated Dec-15th. Barometer 30.20 Thermometer 70 deg

Saturday 28th. Wind N.E. pleasant weather lying aground off the wharf at Seabrook. discharging coal, during the night the level fell, at low water the ship heeled over very much: 3rd hour at high water, called all hands & hauled the ship off into the stream, & anchored her, in 3 ft of water: if Government would build a wharf 50 feet beyond the one already built, vessels drawing 18 feet water could come to anchor. Bar 30.33 Thermometer 66 deg

Sunday Dec 24th lying at Labrador
1861.

All the 24 hours pleasant weather.

Barometer 30.20 Thermometer 72 deg

Monday 30th. First part light air from the South
at 3 PM Capt Swift, of the Golden Eagle, and
Mr. Edge Government Agent, came aboard
got supper & left at six o'clock midnight &
latter part light winds from N E
clear weather, at 9 AM ran out a kedge
hove up our anchor, & hauled off shore. At
11 AM the St Winifield Scott. came up to the
wharf, & commenced taking in army wagons
Barometer 30.17 Thermometer 70 deg

Tuesday 31st. Wind & light breeze & clear weather
at 3 PM the George Crab came up with two schooners
& placed them alongside the wharf & left at 7
AM we hove up our anchor, and dropped in
& anchored off the wharf preparatory to hauling
alongside the schooners, to discharge when the tide
turned. Barometer 30.30 Thermometer 69 deg

Wednesday January 1st 1862 Calm & pleasant
at 1 PM the tide turned & we commenced hauling
in. but the ship took the bottom 300 feet from
the schooner, at daylight 6 AM hauled in alongside
the schooner ship Young of Petersburg N. S. & she lay outside the
schooner Edwin T. Allen of Philadelphia & she lay at the
wharf discharging coal.
Barometer 30.15 Thermometer 70 deg

Thursday 2nd Wind S. pleasant weather. carpenters
building a stage across the schooner's decks
to discharge our coal upon. Middle part foggy,
latter part completely discharging coal. Hauling
along firing all the forenoon towards Bearport
Barometer 30.10 Thermometer 72 deg

Friday January 3, being at Seaboard, S. C.
1862.

Wind S.W. a light breeze and fair weather, middle
rather part wind, S.E. breeze over the, employed
discharging coal. Yesterday, the troops, captured
a battery of one gun, & brought it off, threw a few
built up logs to the Rebels on the opposite
side of the creek. west side of Seaboard
Barometer 30 1/2 Thermometer 70 deg

Saturday 4th. Wind S.W. light, with cloudy
weather. Latter part clear & pleasant, went
up the creek & got a boat load of dry wood
employed, through the day. discharging coal.
Barometer 29.90. Thermometer 82 deg

Sunday 5th. Commenced with light wind from S.W.
thru pleasant weather, at daylight overcast, wind
S.W. at 9 AM heavy rain; at 11 AM the wind shifted
suddenly in a thunder squall to N.W. and blew
with great violence for a few minutes; it then
moderated; but the rain continued
Bar at 9 AM 29.80 at noon 29.90 Thermometer 76 deg

Monday 6th. Commenced moderate winds from
N.E. & fair weather, at 2 PM the rain ceased
at 7 AM wind S.W. at 10 AM the Corporal of the
Cavalry alongside the company of soldiers
from the point dismounted & took
on of the company on board. Left 3 hours
clear weather. employed discharging coal
Barometer 29.96 Thermometer 72 deg

Tuesday 7th. Wind Northerly, with fine clear
weather thorough. discharging coal
tom Coal. Monday evening the Mail
arrived with date to 31 Dec 1861
Barometer 30.30 Thermometer 78 deg

Lying at Seabrook. West side Hilton Head

Wednesday Jan 8th Breeze S. S. E. clear weather
the Schooner, alongside of us discharging cargo
starting in boxes & barrels, at 8 AM. The 4th of
Jan. finished at 11 AM the 1st of Jan. finished at 11
AM. commenced discharging at 11 AM. at 11
AM commenced discharging it.

Bar 30.30 Thermometer 72 deg

Thursday 9th Commenced with moderate wind from
N. E. cloudless weather, at 6 PM finished discharging
the 1st middle part cargo. at 8 AM the 7th of Jan.
left. latter part wind S. S. E. clear weather employed
discharging coal. Bar 30.21 Therm 76 deg

Friday 10th Wind South by West, with
fair weather, employed discharging coal
Bar 30.12 Thermometer 78 deg

Saturday 11th Wind South by West, mild weather
at 12 PM the 3rd of Jan. marching
regiment, marched in to the place from
Hilton Head. at 1 PM they left, with four men
under arrest, at 2 PM. Mr. Smith went to the
post office after letters. got some for the cabin
Discharged 38 tons coal. Bar 30.10 Therm 78

Sunday 12th Wind South, & pleasant weather, at 12 noon
the 1st of Jan. Regiment marched in to the place
at 3 PM they departed, at 4 the Winfield Scott
came alongside & disembarked a company of
troops. latter part strong South winds clear
weather. Thermometer 30.05. Thermometer 78 deg

Monday 13th Wind S. S. W. and pleasant weather
the Schooner employed discharging at noon the
propeller Geo. Cook came took the 1st of Jan. away
to back her with ballast.
Thermometer 31.11. Therm 78 deg

Ship Jonas Coffin lying at Skull Creek R.S.
1862

Tuesday Jan 14. Wind S. by E. with
fine weather with fine weather during the
night hard rain. Last 8 hours wind S. by E.
hazy weather exploded variously.
Barometer 30.25. Thermometer 76 deg.

Wednesday Jan 15. Wind North with thick
disagreeable weather. middle part hard rain
at noon the wind shifted to South & cleared up.
Barometer 30.18 Thermometer 74 deg.

Thursday 16. Wind South & mild weather at
12 past the St Boniford past by, going South
Same time the St. George's Creek towed a coal schooner
up & anchored her in the stream. Called Ad. Clark off
at midnight 3 boats came in from Spring Island with fresh beef from
Port, saying they had been at by the Rebels. at 3 AM wind
changed to N. & continued raining, too continued.
at noon the Scho. J. Allen finished unloading
Barometer 30.18 Thermometer 72 deg.

Friday 17. Wind N.E. strong breeze & thick weather at
3 PM the George's Creek boat the Scho. Alex. Young in with
sand ballast, & took the J. Allen off. the Ad. Clark
hauled in to the Wharf, & we hauled alongside of her
& the A. Young out side of us. at 6 PM got the ship
secured. middle part strong winds heavy rain.
at 9 AM the rain held up. the Steamer Marion came
up with horses. the land man. ordered up to haul off
after letting up our lines & heaving in chain. An Eagle
ordered us to haul in & make fast again
Barometer 30.30 Thermometer 72 deg.

Saturday 18. at 3 PM the St. McCallum came up with
orders to take us out in the stream. & anchor us. so we
let go & hauled in all our lines. hove up our anchor

and she towed us out in the stream & we
anchored in 4 fms water. The Sumner
Marion hauled in and discharged her
(200) brass shot of 1st Massachusetts Cavalry
at 7 AM & commenced taking in sand for ballast
at noon the Cosmopolitan came up took
a turn round & went back. The McEllen
hauled in alongside the scho on the wharf
& discharged way. at 6 PM the Mayflower
came up & anchored; when the McEllen hauled
out she hauled in and discharged her
horses; & went off. Middle part thick
weather at 8 AM Mr Smith went to Fort Boyer
& put letters on board the Ste Atlantic.
at 11 AM the fog cleared off & the sun came
out. Hoisted all the sails to dry;
Barometer 30.13. Thermometer 72 deg

Monday 20th Wind SSW pleasant weather
at 12th noon Mr Smith returned. at 2 PM
the St. Boston came up & discharged her
horses. hauled out. at 2.40 the Ste of Town
came up & discharged her horses and company's Mass
Cavalry & departed. latter part employed
discharging coal into Scho Alex^r Cowry
Barometer 29.98 Thermometer 70 deg

Tuesday 21st Wind SSW clear weather. at 2^{1/2}
PM finished discharging coal and got ready
for Ballasting. at 4 AM commenced, at midnight a
strong northerly wind and ebb tide the ship struck
adrift. hailed the Schooner to let go her Anchor; the
Capt. nor Mate neither of them turned out, our
man that had the watch on deck went on board
& helped the Scho's men let go the Anchor and
paw out chain & brought the ship up.
at 7 AM sent Mr Manton after a boat load of
fire wood, at 10 AM he returned & said he couldn't find any.
then Mr Smith went. Bar 29.87. Thermometer 74 deg

Ship Jonas Coffin. anchored in Skull Creek.
1862.

Wednesday Jan 22. Wind S W moderate breeze
and pleasant weather. at 12^h Mr Smith return-
ed with a boat load of fire wood. at one
hour. 39 minutes they commenced hoisting ballast on board
the schooner, at 5 they quit & hoisted up their anchor. at 8 PM
the Steamer Oregon City, Belvidere & McClellan came up to
Labrook. the Clellan took the Pilot & returned at
6 PM the Belvidere returned. after discharging
her horses during the night there was rain with
lightning. latter part cloudy. Mr Smith got three
boat load of fire wood

Barometer 29.87 Thermometer 70 deg

Thursday 23. Wind N E cloudy damp weather
employed taking in sand ballast. at 4 PM
propeller Portus Bony, at 5 PM the Mayflower, at 8 PM
the Winfield left with a Schooner up & anchored
at 10 PM Ship struck adrift. let go 2 Anchors and
brought her up. at daylight was the Ship & Schooner in our
chain. middle & latter part blowing hard from
N E in squalls with misty weather. at 9 AM
the Steamer Mayflower came alongside the
Schooner at 9 PM commenced taking coal
Barometer 29.67 Thermometer 74 deg

Friday 24. Wind N E. blowing a gale, with drizzly
weather. in Skull Creek with both Anchors ahead. the
Steamer Mayflower alongside the ballast schooner taking 2nd
coal we put on board of her. at 11 PM finished. at 5
AM the wind began to abate at 9 AM the Schooner
commenced giving us ballast. at 10 the Mayflower cast
off. Bar at 5 AM 29.64. at noon 29.67 Ther 79

Saturday 25th Wind North a fresh breeze & hazy weather
at 4 PM. finished taking all the ballast on the Schooner
at daylight hoisted up the Sheet Anchor, and cleared

the chain, washed off and got the ship all ready to be towed down. at noon the Steamer Empire City hauled alongside & made fast to us. and we were alongside of a schooner that was delivering coal to Stⁿ Vincent Scott
Barometer 29.80 Thermometer 68 deg

^h
Tuesday January 26. Wind West. & clear weather at 1 P.M. the Port Kearsburg. took us, and the Empire City in tow. after grounding the E City & getting her off again. we anchored at 4 P.M. at Hilton Head. on Port Royal shoal being in 9 fathoms water; in company with a great many vessels of all classes. At 8 P.M. wind S.W. blowing strong at 10 A.M. the expedition left Port Royal. to reduce Fort Pulaski & Savannah. "God grant the Federal arms may prevail." Last 3 hours wind East, a fresh breeze & clear weather high Barometer 30.30 Thermometer 71 deg

Wednesday 27th Wind East, & fair weather throughout but the Mainmally Mainmally. sent up. To get Galant yard & sent the dail, & we were moving rigging where needed. filled the empty casks with salt water & we had a new ring and eyebolt made for the deck and side. at noon General Sherman left in St McCallam.
Barometer 30.35 Thermometer 70 deg

^h
Thursday 28th Wind East, a brisk breeze and pleasant weather. at 5 P.M. the Ste. Metacomb arrived with a mail & troops. no letters for us at day light sent a signal for a Pilot. at 8 A.M. the propeller got to mail. looked on to us. & started us out. when we got outside the outer buoy. the Capt reported his hauler cast off. but towed us 3 miles further. & stopped his vessel

and said he would not tow us any further
I told him again that Capt. Layton said he
must tow us ten miles off shore: as
the wind was light from the Eastward
& a heavy swell on shore, the flood tide
making in from ten to 11 am we had
made good in direction of Fort Pulaski
at 11 am. Light ship bore 21 by S. 6 miles
Lat 32. 17 N Long 80. 24 W Bar 30. 31. Ther 70 deg

Towed to New Port
1862

Wednesday Jan 29. Borewind with a light
air from N. E. & pleasant weather the
ship heading S. E. by S. with all drawing
sail set from 10. 50 am to 2. 20 pm firing
in direction of Fort Pulaski. At 4 PM made
S. E. a light air at East. at 6. 11 PM a light breeze
at S. E. wore ship to N. E. light ship off Martins
Industry bearing N. by W. dist 5 miles. at 10. 11 PM
lost sight the light bearing N. N. E. by compass
at 6 am the wind veered to S. W. at daylight
got the Studdingails up. found the 11th S.
had framed them badly; repaired, & sent to forward
& lower Studdingails. took the flukes of the
Sigsbee anchor in on deck.
Lat 32 22. 1 Long 79 25 Bar 30. 13. Air 67 water 68.

Thursday 30. Wind S. W. by W. brisk breeze & clear weather
bearing N. E. by E. with Studdingails. both sides
at daylight wind freshened. at 8. 11 am the lower
Studdingails halyards parted. hauled it in &
took in lower topsails & topmasts & dingsails starboard
side. hauled up, at 9. 11 am just fresh
gale at S. W. fair weather running 8 1/2 knots
on horn. lat 2. 10 N water on plow 100 fathoms
send after in the lower hold. Bar 29. 97
Lat 34 06. Long 75 00 Air 71 water 74. 1 (H. 21)

from Port Royal to New York
1862.

Friday Jan 31. ^{at} Wind S.W. fresh gale & hazy
weather. Steaming S.E. with fore & main
staysail out & spring of topsails. at 11 P.M.
told a heavy squall. but the ship is doing
well. at 8 P.M. dived no bottom with 75
fathoms. at 4 A.M. wore ship to S.W. at 7
A.M. set fore Main sail & turned a reef out
the fore topsail. at 11 A.M. the back top of
fore parted, tore all across, went out & shot
a reef out. at noon turned a reef out on
fore topsail, & set Main & fore sail. Bar 30.2
Lat 36 03' N Long 73 55' W. Wind S.W. water 4 fms
Saturday February 1. Wind S.E. fresh
breeze and cloudy weather. Ship heading
S.W. by S. at 1 P.M. changed the colour of
the sea water from blue to green. tried the
temperature of the water & found it had
fallen 16 deg in an hour. being 74 at noon
at 58 at 1 P.M. saw a sail heading S.W.
at 5 P.M. passed a Brigantine steering South. at 6 P.M.
set fore & main topsails. at 8 P.M. sounded, no
bottom. at 10 fms. at 11 P.M. strove gales
in topsails. at midnight commenced
raining. at 4 A.M. doubled reefed the topsails
at 7 A.M. hauled the fore. at 8 A.M. got
bottom at 25 fms. at 10 A.M. 18 fms. yellow
land & black spots. at noon the same. at 11
A.M. from blowing a strong breeze it fell to
a light breeze at E.S.E. all the forenoon
E & S.E. steering S.W. by S. Bar 29.90
Lat by Act 38. 36. N Long 74.00 by the same 74 34

from Port Royal bound to Providence
1862

Thursday 6 February. Bore a light
baffling wind at North ship heading
W. at 2 AM tacked to E. at 4 PM
a good light air. at 7 PM a light
breeze at S. E. at 10 PM set for Stridley
sterned at 11 AM at 5 AM a tug boat
sprang up. refused 75 dollars, wanted
a hundred. at 5 AM the tug boat
Capt Stephens took hold of us for
50 dollars. wanted a hundred. at
11 AM we secured the ship outside
the ship Atlantic. foot of wall at
west end all the sails & stored. then
below, going up at 2 PM a tug
boat ran on to us and towed the
ship to the New York sectional float
ing dry dock. & left us with six labor-
ers. we hauled her on the dock &
they commenced pumping it out
raising like storms. Wind S. E.

